TC77-T-8

Truck Inventory and Use Survey

Delaware

1977 CENSUS OF TRANSPORTATION

U.S. Department of Commerce
BUREAU OF THE CENSUS

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U.S. Department of Commerce
Juanita M. Kreps, Secretary
Courtenay M. Slater,
Chief Economist

BUREAU OF THE CENSUS
Daniel B. Levine,
Acting Director

BUREAU OF THE CENSUS
Daniel B. Levine, Acting Director
Daniel B. Levine, Deputy Director
Shirley Kallek, Associate Director for Economic Fields
Richard B. Quanrud, Assistant Director for Economic and Agriculture Censuses

ECONOMIC SURVEYS DIVISION
Roger Bugenhagen, Chief

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This report was prepared in the Economic Surveys Division under the general direction of **Roger H. Bugenhagen**, Chief. **Robert E. Crowther**, Assistant Chief for Census Programs, was responsible for overall planning and management of the Division's census programs; he also coordinated activities with other divisions.

Planning and implementing this report were under the direction of **Robert Torene**, Chief, Transportation Branch, with primary staff assistance by **Carmen Campbell, Joseph K. Tintera, Timothy P. Smith, H. Laverne Smith**, and **Evelyn S. Davis**. Computer programs were developed under the general supervision of **Andrew L. Grieco**, Assistant Division Chief for Data Processing. **Charles A. Venters**, Chief, Economic Programing Branch, assisted by **James L. Kirk, Michael L. Wilson**, and **Frank Frederick**, was primarily responsible for planning and implementing the programs. Quality control and sample design were under the direction of **Joel W. Richardson**, Chief, Methods and Research Staff, with primary staff assistance by **Alan Tupek** and **Edwin L. Robison**. Data input procedures were developed by **Leonard M. Tauber** and **John F. Mazzullo**. Processing and computer coordination were performed by **Dorcas Dupree** and **Peter T. Bruno**.

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INTRODUCTION

HISTORY OF THE ECONOMIC CENSUSES

The economic censuses are comprehensive and periodic canvasses of the Nation's industrial and business activities. Taken by the Census Bureau, a part of the U.S. Department of Commerce, the censuses provide a detailed statistical profile of a large segment of the national economy.

The first economic census of the United States was conducted as part of the 1810 decennial census, when inquiries on manufacturing were included with the census of population. All other decennial censuses through 1900, except in 1830, contained questions on manufacturing. In 1904 the quinquennial census of manufacturing began. Although some distributive trade data were collected in the decennial census of 1840, the first census of business was taken in 1929. It covered only retail and wholesale trades, but beginning with the second business census in 1933 and in succeeding censuses various services also have been included. The censuses were taken at varying intervals until 1954, when an integrated economic census program was begun covering the retail and wholesale trades, selected service industries, manufactures, and minerals industries. The 1963 Economic Censuses were expanded to include transportation and commercial fisheries. Beginning with the 1967 censuses, Congress authorized the economic censuses to be taken at 5-year intervals covering years ending in "2" and "7".

USES OF THE ECONOMIC CENSUSES

The economic censuses are the primary source of facts about the structure and functioning of the economy and, therefore, provide information essential for both government and business. The censuses furnish an important part of the framework for such composite measures as the national accounts. In forecasting and planning, they are especially useful in analyzing the national product in terms of the transactions that determine its size and composition. The economic censuses also provide weights and benchmarks for indexes of industrial production, productivity, and price, all of which are essential for understanding current economic developments.

Manufacturers and distributors make widespread use of the economic censuses in establishing measures of their potential markets by areas, kinds of businesses, and kinds of products. Management in various industries and trades get facts from them for use in economic or sales forecasting, analyzing sales performance, laying out sales territories, allocating advertising budgets, and locating plants, warehouses, and stores. Trade organizations use census statistics for insight into changes in the structure of industry. State and local governments use the geographic detail that describes the patterns of economic change in individual communities.

Following every census, reports are purchased by thousands of businesses and other users; likewise, census facts are widely disseminated by trade associations, business journals, and the daily press. Volumes containing census statistics are available in most major public and college libraries.

AUTHORITY AND SCOPE OF THE ECONOMIC CENSUSES

The economic censuses are required by law under title 13 of the United States Code, sections 131, 191, and 224, which direct that they be taken at 5-year intervals. The 1977 Economic Censuses covered manufacturing, mining and quarrying, construction industries, retail trade, wholesale trade, service industries, and selected transportation activities. The next economic censuses are scheduled to be taken in 1983 covering the year 1982.

CENSUS OF TRANSPORTATION

The 1977 Census of Transportation consists of four surveys:

1. Truck Inventory and Use.
2. National Travel.
3. Commodity Transportation.
4. Nonregulated Motor Carriers and Public Warehousing.

These surveys were previously taken in 1963, 1967, and 1972.

TRUCK INVENTORY AND USE SURVEY

The Truck Inventory and Use Survey provides data on the physical and operational characteristics of the Nation's truck population. It is based on a probability sample of private and commercial trucks registered (or licensed) in the State during 1977.[1]

Vehicles owned by Federal, State, and local governments, as well as ambulances, buses, and motor homes, were eliminated from the sample before questionnaires were mailed. Various other vehicles which were actually surveyed were subsequently classified as "out-of-scope": Trucks sold prior to 1977, farm tractors, open jeep models, unpowered trailer units, trucks reported to have been junked or wrecked prior to the registration year, etc. For the first time, however, certain small utility-type vehicles built on pickup and van chassis were

[1] Because of variances in registration procedures, Oklahoma's sample was drawn from 1978 registrations.

included in the sample. Many States allow pickups and small vans to be registered as cars or trucks; therefore, the passenger car files were searched and any such trucks were included in the sample universe. Some privately or commercially owned vehicles do not have to be licensed, such as "off-highway" trucks used exclusively on private property, and since they had no chance of being drawn in the sample, they are not covered in the survey.

TOTAL TRUCK INVENTORY

The estimated number of trucks that were within the scope of the TIU Survey and registered in the State as of July 1, 1977, was 62.7 thousand.

This estimate serves as the benchmark to which the survey results were adjusted to produce the more detailed estimates contained in this report. It was developed through a review of the characteristics of each vehicle registered in the State.

All previous TIU surveys were benchmarked to Federal Highway Administration (FHWA) totals of private and commercial truck registrations as reported in Highway Statistics, table MV-1. These FHWA estimates are based on calendar year summary reports from the individual States that reflect differences in truck definitions used by the States for vehicle registration.

The FHWA estimate of the number of private and commercial trucks registered in the State as of December 31, 1977, was 62.6 thousand.

COMPARABILITY WITH PREVIOUS SURVEYS

Although the basic purpose and scope of the previous TIU surveys were essentially identical to this one, some changes were introduced in 1977 that may affect all the data in this report or just specific items.

1977 changes affecting all the data

1. The estimates developed for the total inventory for a State are no longer adjusted by the FHWA data. For 1977, the universe estimates represent the base from which the sample was drawn (see Total Truck Inventory).
2. The item-by-item computer edit was extended to perform various consistency checks between data entries in an effort to identify and correct major errors and/or contradictions in reporting.
3. Stratification was based upon "small" vs. "large" trucks (body type) rather than "light" vs. "heavy" trucks (registered weight) as in previous surveys. The sample was reallocated among the States with an increase in total sample size of 4 percent. Random sampling replaced the systematic sampling of the 1972 survey.

1977 changes affecting specific items[1]

1. Item 4, Lease characteristics—Additional questions were asked concerning any lessee of the sampled truck and the nature of the lease or rental agreement.
2. Item 5, Classification of operator—Respondents were asked to classify their operations according to "not for hire" (either a private individual or a business transporting its own goods or services) or "for hire" (interstate or intrastate carriers).
3. Item 6, Major use of the truck or combination—Wholesale and retail trades were made separate items and an entry for daily rental/short term lease operations was added.
4. Item 7, Products carried—Trucks used for personal transportation, as craftsman's vehicles, or with special equipment (cranes, winches, etc.) each had their own entry; in 1972 they were treated collectively. Respondents were also asked to identify a secondary product carried, if any.
5. Item 8, Hazardous materials—This item was added to determine the extent of hazardous materials (as defined by Federal regulations) being transported in the Nation.
6. Item 9, Base of operation, and Item 11, Area of operation—Both items were expanded to provide more precise information concerning the percentage of miles traveled within the State where the sampled truck was based and the range of that travel. In addition to "local" and "over-the-road," an "off-the-road" category was included.
7. Item 12, Vehicle miles and miles per gallon—For the first time, an effort was made to determine fuel efficiency figures for trucks in addition to annual and lifetime miles.
8. Item 13, Maintenance—Specific examples of "major maintenance" were listed along with the previous question on where such maintenance was performed.
9. Item 15-20, Various physical characteristics—In an effort to get a more detailed picture of each sampled truck, several new questions were added covering number of cylinders, cubic inch displacement, horsepower rating, type of transmission and braking system, fuel conservation equipment, etc.
10. Item 21, Type and size of body—Boat transports and mobile home pullers were added to the list and lowboys were made a separate category (rather than being included with other platforms). Garbage haulers and cement mixers were given subgroups according to the various models generally in use.
11. Item 25, Cab type—This item was expanded to five of the most common cab types. It also inquired whether the sampled cab contained a sleeping unit.

EXPLANATION OF TERMS

Vehicle size—The size classification is based on the gross vehicle weight (empty weight of the vehicle plus the maximum carried load) at which the vehicle operated during the past 12 months. The four size classes are:

1. Light—Gross vehicle weight of 10,000 pounds or less.
2. Medium—Gross vehicle weight of 10,001 to 19,500.
3. Light-heavy—Gross vehicle weight of 19,501 to 26,000.
4. Heavy-heavy—Gross vehicle weight of 26,001 pounds or more.

[1] See report form TC-200 reproduced in appendix A for specific information requested for each truck in sample.

Operator classification—This item consists of two major categories, not for hire and for hire:

Not for hire—Includes a private owner or a company which transports its own materials or merchandise.

For hire

1. Interstate, exempt carrier, includes those operators who are not required to have an I.C.C. certificate because they transport only exempt commodities or operate in an exempt zone.
2. Interstate, I.C.C. certified contract carrier, includes those operators who carry the goods of someone other than the vehicle owner by individual contract or agreement.
3. Interstate, I.C.C. certified common carrier, includes those operators who offer service to the general public, usually operating a regularly scheduled service between established terminals over a more or less regular route.
4. Intrastate, Local cartage, includes those operators who travel only within the State of registration or are engaged in local cartage.
5. Daily rental includes those operators who offer short term truck rental or leasing without a driver. (This category was created during the data processing of the survey forms. Respondents who checked "daily rental or short term lease" under the "major use" item were assigned "daily rental" under "classification of operator.")

Major use—This item is based on the answer to the question, "How was the vehicle mostly used during the past 12 months?" (see item 6 of the survey form in appendix A). Each of the 12 specific major use categories conforms to the generally accepted meaning of the terms. Responses to the "Other" category were recoded to one of the 12 specific categories if possible. The following are frequent "Other" responses which were recoded.

1. House moving was recoded to "For hire transportation."
2. Trucks used in conjunction with railroads were recoded to "For hire transportation."
3. Armored car services were recoded to "Services."
4. Commercial fishing was recoded to "Agriculture."
5. Oilfield services were recoded to "Mining and quarrying."
6. Certain specialized activities commonly thought of as services, such as plumbing, painting, plastering, carpentry, and electrical work, were recoded to "Construction."

U.S. mail service, United Parcel Service delivery, antique trucks, and yard tractors were left in "Other."

The category "Not in Use" in the tables includes vehicles which, though licensed, were not used during the survey year, and those vehicles which were wrecked during the entire year.

Products carried—This item includes broad classifications of agricultural, manufacturing, and mineral products, as well as special categories of materials carried by trucks. Responses to the "Other" category were recoded to one of the 22 specific categories if possible. The following are frequent "Other" responses which were recoded:

1. Crews of workers and their tools were recoded to "Craftsman's vehicle."
2. Flowers, trees, shrubs, etc., were recoded to "Farm products."
3. Animal by-products were recoded to "Scrap, refuse, or garbage."
4. Clay was recoded to "Mining products."
5. Auto parts (including tires) were recoded to "Transportation equipment."

Dirt, sporting goods, caskets, unspecified fiber glass products, house moving, and manufactured plastic products were left in "Other."

Hazardous materials—This category was designed to identify those trucks which regularly transport hazardous materials in quantities large enough to require a placard under the Code of Federal Regulations, Title 49, Transportation.

Truck fleet size—The size of the truck fleet is based on the number of trucks operated by a truck owner from a single "base of operation" (see item 9 of the survey form in appendix A). The fleet located at the "base of operation" is an operational unit and is necessarily smaller than the total fleet that an owner has if he operates from more than one base. The data shown in the "Truck Fleet Size" section of the tables are based on the number of trucks found in fleets of specified size and not the number of fleets. (If item 10 of the survey form was unanswered, the vehicle was assumed to be in a fleet of one, classified in accordance with the reported vehicle type.)

Range of operation—The area in which the vehicle usually operates is classified as one of the following:

1. Local—Mostly in the local area, i.e., in or around the city and suburbs, or within a short distance of the farm, factory, mine, or other place where the vehicle is stationed.
2. Short range—Mostly over the road (beyond the local area), but usually not more than 200 miles one way to the most distant stop from the place where the vehicle is stationed.
3. Long range—Mostly over the road, usually more than 200 miles one way to the most distant stop from the place where the vehicle is stationed.
4. Off-the-road—Mostly off the road operation (usually associated with construction and farming).

Body type—This category includes the type of body that is either permanently attached to the power unit (i.e., straight truck) or most frequently used with a truck tractor as a tractor-trailer combination. Entries in the "Other" category were recoded if possible to a specific category. Those vehicles remaining in the "Other" category included yard tractors and truck tractors used in house moving.

Annual miles—Respondents were asked to report the total number of miles the truck was driven during the past 12 months. If the vehicle had less than 1 year's use, the respondent was asked to estimate the probable miles for a full year. If there was no response to the item, the annual miles were estimated (based on lifetime miles, length of time the vehicle was owned, body type, area of operation, vehicle type, and fuel type).

SAMPLE DESIGN

The Truck Inventory and Use Survey (at the national level) was based on a stratified probability sample of about 117,000 trucks drawn from an estimated universe of approximately 28 million current registrations on file with motor vehicle departments in the 50 States and the District of Columbia.

The first stratification was at the State level based on the total number of trucks registered annually. There were three major strata:

1. Large States—over 1.5 million trucks.
2. Medium States—700,000 to 1.5 million trucks.
3. Small States—Less than 700,000 trucks.

The second stratification was based on body type. Each State was stratified into "small" trucks and "large" trucks. The "small" truck stratum consisted of pickups, panel trucks, vans, multi-stops, and walk-ins with a gross vehicle weight of 14,000 pounds or less. All other vehicles were classified as "large." Within each stratum, a random sample of vehicles was selected.

The allocation of the sample within the States was based on setting levels which would produce the best estimates in a published category. From previous experience, it was determined that a level sample of 600 trucks from the small truck stratum would be sufficient in every State except California, Texas, and the District of Columbia.

In the large truck stratum, a differential sampling rate was employed based on the percentage of large trucks in the State. In the two largest States, 3,000 large trucks were sampled. In the medium States, 2,200 were sampled. The other States had large truck sample sizes of 2,000, 1,600, or 1,200 depending upon the percentage of large trucks in each State's truck population. A total of 900 large trucks were sampled from the District of Columbia. Specific target sample sizes by State are listed below.

SURVEY METHOD

Report Form TC-200 was mailed to owners of those trucks selected for the 1977 TIU sample. The owner was asked to respond only for the vehicle identified by license number in item 1 of the report form, whether or not he or she was still the owner. Item 1 data (make, year model, registered weight, license number, vehicle identification number) were imprinted on the form from the State registration records. The returned questionnaires were manually edited and coded. The information received was data-keyed and processed through an extensive computer edit. Reports which contained questionable responses were referred and corrected if necessary. Estimates of the number of trucks with each characteristic were obtained by expanding the sampled units to the State truck population level.

RELIABILITY OF ESTIMATES

The figures shown in this report are estimated from a sample and will differ from the figures which would have been obtained from a complete census. Two types of possible errors are associated with estimates based on data from sample surveys: Sampling errors and nonsampling errors. The accuracy of a survey result depends not only on the sampling errors and nonsampling errors measured, but also on the nonsampling errors not explicitly measured.

For particular estimates, the total error may considerably exceed the standard errors shown. The following is a description of the sampling and nonsampling errors associated with the estimates made from the sample selected for the 1977 Truck Inventory and Use Survey.

Sampling errors—The particular sample used in this survey is one of a large number of all possible samples of the same size that could have been selected using the same sample design. Estimates derived from the different samples would differ from each other. The standard error or sampling error is a measure of the variation among the estimates from all possible samples.

The standard errors presented in the tables estimate the sampling variability and thus measure the precision with which the estimate from the particular sample selected for this survey approximates the average result of all possible samples. As derived, the estimated standard errors include part of the effect of the nonsampling errors.

Sampling errors in these tables are given in absolute terms. For example, if an estimate is in units of thousands then the estimated standard error is given in units of thousands. Except for table 2, estimated standard errors are given only for the top row of estimates and the left column of estimates. The procedure for approximating the standard errors for the other estimates is covered in appendix B.

The sample estimate and an estimate of its standard error can be used to construct interval estimates with a prescribed confidence that the interval includes the average result of all

	Trucks in target sample				States in strata
		Per State			
	Total	Total	Large	Small	
Large States	8,000	4,000	3,000	1,000	2—Calif., Tex.
Medium States ...	28,000	2,800	2,200	600	10—Fla., Ga., Ill., Ind., Mich., Mo., N.Y., Ohio, Okla., Pa.
Small States	10,400	2,600	2,000	600	4—N.J., N.C., N. Dak., Oreg.
	41,800	2,200	1,600	600	19—Ala., Conn., Del., Hawaii, Iowa, Kans., Ky., La., Md., Mass., Minn., Mont., Neb., N.H., R.I., S.C., S. Dak., Wyo., Va.
	27,000	1,800	1,200	600	15—Alaska, Ark., Ariz., Colo., Idaho, Maine, Miss., Nev., N. Mex., Tenn., Utah, Vt., Wash., Wis., W. Va.
	1,200	1,200	900	300	1—D.C.

samples. To illustrate, if all possible samples were surveyed under essentially the same conditions, and an estimate and its estimated standard error were calculated from each sample, then:

1. Approximately 68 percent of the intervals from one standard error below the estimate to one standard error above the estimate would include the average value of all possible samples.
2. Approximately 90 percent of the intervals from 1.6 standard errors below the estimate to 1.6 standard errors above the estimate would include the average value of all possible samples.
3. Approximately 95 percent of the intervals from two standard errors below the estimate to two standard errors above the estimate would include the average value of all possible samples.

Example—The estimated number of pickup trucks in construction for a State is 15.0 thousand with a standard error of 2.0 thousand. An approximate 90 percent confidence interval (plus or minus 1.6 standard errors) is from 11.8 thousand trucks to 18.2 thousand trucks.

Other types of estimates may be derived from these tables, such as the difference, sum, or ratio of two estimates, or the expression of a published figure as a percent. The procedure for approximating the standard error of these estimates is covered in appendix C.

Nonsampling errors—All surveys and censuses are subject to nonsampling errors. Nonsampling errors can be attributed to many sources: Inability to obtain responses from all cases in the sample, inability or unwillingness on the part of respondents to provide correct information, imputation for item nonresponse, response errors and bias, mistakes in recording or keying data, errors of collection or processing, difficulty interpreting questions, and coverage problems due to differing registration practices and implementation in some of the States. In addition to response errors, some degree of response variability is introduced when respondents estimate values.

Explicit measures of the effects of these nonsampling errors are not available. However, it is believed that most of the important operational and response errors were detected and corrected through a systematic clerical edit and an automated data edit designed to review the data for reasonableness and consistency. Quality control techniques were used to verify that operating procedures were carried out as specified.

Nearly all types of nonsampling errors that affect this survey would also occur in a complete census. Since surveys are conducted on a smaller scale than censuses, nonsampling errors can be controlled more tightly. Relatively more funds and effort can be expended toward eliciting responses, detecting and correcting response error, and reducing processing errors. As a result, survey results can often be more accurate than census results.

Ninety percent of the questionnaires were returned, with item response rates in excess of 95 percent for most of the major questions. For most estimates in these tables, total nonresponse is handled by allocating the unreturned questionnaires in proportion to the respondents. For each category in the tables, the item nonresponse (respondents not answering the item on the questionnaires) is given on a separate line. For example, respondents who did not indicate the major use of their truck are included in the "Not reported" category. The number given represents the number of trucks not allocated to a particular major use. Users should exercise caution in allocating these trucks to the major uses, since the characteristics of item nonrespondents may differ significantly from those of the respondents.

For some questions, a response was generated to fill a blank on the questionnaire. If annual miles and/or lifetime miles were not given, data were always imputed. When only the annual miles were not given they were imputed based on the reported lifetime miles and the age of the vehicle. When only the lifetime miles were not given, they were imputed based on the reported annual miles and the age of the vehicle. If both questions were left blank, the characteristics used to aid in imputation were body type, age of vehicle, vehicle size, and engine type. Engine characteristics and body characteristics were frequently determined through analysis of the vehicle identification number (VIN). Any biases introduced by the imputation and correction procedures are small compared to the standard errors involved.

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Table 1. **Trucks—Comparative Summary: 1963, 1967, 1972, and 1977**

(PERCENT)

VEHICULAR AND OPERATIONAL CHARACTERISTICS	1963	1967	1972	1977
TOTAL TRUCKS	100.0	100.0	100.0	100.0
MAJOR USE				
AGRICULTURE	21.0	16.9	16.2	11.2
FORESTRY AND LUMBERING	-	-	-	.6
MINING AND QUARRYING	-	-	-	-
CONSTRUCTION	13.2	13.7	13.2	8.6
MANUFACTURING	4.7	2.6	2.1	2.7
WHOLESALE AND RETAIL TRADE	12.7	11.5	7.1	7.5
FOR HIRE TRANSPORTATION	12.0	13.0	14.1	7.3
UTILITIES AND SERVICES	9.4	9.9	10.8	9.1
PERSONAL TRANSPORTATION	23.3	27.5	33.6	51.5
OTHER	3.7	4.9	2.9	1.4
BODY TYPE				
PICKUP, PANEL, MULTI-STOP, OR WALK-IN[1]	60.1	58.0	60.0	78.1
PLATFORM AND CATTLERACK	15.7	14.3	13.0	7.2
VAN[1]	15.2	13.8	15.2	7.3
UTILITY	-	1.9	1.8	.8
POLE OR LOGGING	-	-	-	.2
DUMP	6.5	3.7	3.0	2.4
TANK FOR LIQUIDS OR DRY BULK	2.1	2.9	2.3	1.8
OTHER	.4	5.4	4.7	2.3
VEHICLE SIZE				
LIGHT	63.4	64.6	67.2	79.6
MEDIUM	10.6	12.6	10.0	5.0
LIGHT-HEAVY	11.8	5.1	4.0	3.4
HEAVY-HEAVY	14.2	17.7	18.9	12.0
ANNUAL MILES[2]				
LESS THAN 5,000	21.5	[3]53.4	24.3	22.5
5,000 TO 9,999	21.9		25.0	22.5
10,000 TO 19,999	22.3	26.0	29.3	37.6
20,000 TO 29,999	6.1	5.7	6.8	8.1
30,000 MILES OR MORE	12.9	14.9	14.6	9.1

VEHICULAR AND OPERATIONAL CHARACTERISTICS	1963	1967	1972	1977
YEAR MODEL				
1 TO 2 YEARS OLD	17.3	21.4	14.0	16.3
3 TO 4 YEARS OLD	14.5	18.9	20.2	17.4
OVER 4 YEARS OLD	68.2	59.7	65.7	66.3
VEHICLE ACQUISITION				
PURCHASED NEW	*	59.2	56.6	53.7
PURCHASED USED	*	38.8	42.2	44.0
LEASED FROM SOMEONE AND NOT REPORTED	*	2.0	1.1	2.2
TRUCK FLEET SIZE				
1	60.6	39.9	54.2	69.0
2 TO 5	10.5	18.8	21.4	16.6
6 TO 19	12.3	12.4	10.7	7.2
20 OR MORE	16.6	17.7	13.8	7.2
NOT REPORTED		11.2	-	-
TRUCK TYPE[4]				
SINGLE-UNIT TRUCKS	*	64.1	86.0	91.2
2 AXLES	*	55.3	83.1	89.8
3 AXLES	*	8.8	2.9	1.4
TRUCK-TRACTOR COMBINATIONS	*	35.9	14.0	8.6
3 AXLES	*	5.9	.7	.2
4 AXLES	*	11.4	4.0	1.7
5 AXLES OR MORE	*	18.6	9.3	6.7
RANGE OF OPERATION[4]				
LOCAL	68.5	66.0	74.4	80.9
SHORT RANGE (200 MILES OR LESS)	14.3	14.1	8.3	8.9
LONG RANGE (MORE THAN 200 MILES)		17.0	8.7	6.5
OFF-THE-ROAD AND NOT REPORTED	17.2	2.9	8.7	3.5
FUEL TYPE[4]				
GASOLINE	90.1	71.7	77.7	90.6
DIESEL AND LPG	8.6	26.0	13.5	9.4
NOT REPORTED	1.3	2.3	8.8	-

NOTE: PERCENTS MAY NOT ADD TO TOTALS BECAUSE OF ROUNDING.

* NOT COLLECTED. - ESTIMATE IS LESS THAN 0.1 PERCENT.

[1]VANS SIMILAR TO PANEL TRUCKS ARE INCLUDED IN PICKUP, PANEL, MULTI-STOP, OR WALK-IN.
[2]FOR 1967, 1972, AND 1977 SURVEYS, ANNUAL MILES WERE IMPUTED IF NOT REPORTED.
[3]FOR 1967 SURVEY, DATA WERE PRESENTED FOR "LESS THAN 6,000 MILES" (31.4 PERCENT) AND "6,000 TO 9,999 MILES" (22.0 PERCENT).
[4]FOR 1967, DATA DO NOT INCLUDE PANELS AND PICKUPS.

Table 2. **Trucks, Truck Miles, and Average Annual Miles: 1977**

VEHICULAR AND OPERATIONAL CHARACTERISTICS	TRUCKS AND TRUCK MILES[1]						TRUCKS AND TRUCK MILES, EXCLUDING PICKUPS, PANELS, AND WALK-INS[1]					
	TRUCKS (THOUSANDS)	STANDARD ERROR (THOUSANDS)	TRUCK MILES (MILLIONS)	STANDARD ERROR (MILLIONS)	AVERAGE MILES PER TRUCK (THOUSANDS)	STANDARD ERROR (THOUSANDS)	TRUCKS (THOUSANDS)	STANDARD ERROR (THOUSANDS)	TRUCK MILES (MILLIONS)	STANDARD ERROR (MILLIONS)	AVERAGE MILES PER TRUCK (THOUSANDS)	STANDARD ERROR (THOUSANDS)
TOTAL TRUCKS	62.7	-	1,027.9	25.5	16.4	.4	13.8	.4	526.1	21.4	38.1	1.6
MAJOR USE												
AGRICULTURE	7.0	.6	45.7	5.6	6.6	.5	3.1	.3	16.1	2.1	5.2	.6
FORESTRY AND LUMBERING	.4	.2	6.5	2.8	15.8	4.5	.1	-	2.8	1.2	25.3	8.7
MINING AND QUARRYING	.1	-	1.9	.9	32.5	8.1	.1	-	1.9	.9	32.5	8.1
CONSTRUCTION	5.4	.6	76.0	10.1	14.2	1.0	1.7	.2	26.0	4.0	15.0	1.6
MANUFACTURING	1.7	.3	64.3	7.8	38.9	4.6	.9	.1	52.8	6.5	57.5	4.5
WHOLESALE TRADE	1.8	.3	30.3	5.0	17.0	1.6	.8	.1	17.6	2.7	21.3	2.7
RETAIL TRADE	2.9	.5	41.4	7.4	14.1	1.2	.9	.1	11.7	1.7	13.1	1.4
FOR HIRE TRANSPORTATION	4.6	.3	386.2	21.5	83.8	3.5	4.3	.2	381.5	21.3	87.8	3.1
UTILITIES	.8	.2	7.2	2.7	8.8	1.8	.4	.1	3.0	1.3	7.7	.8
SERVICES	4.9	.6	55.0	8.8	11.2	1.1	1.2	.2	10.8	2.0	8.9	1.1
DAILY RENTAL	-	-	.6	.5	56.1	-	-	-	.6	.5	56.1	-
PERSONAL TRANSPORTATION	32.3	1.1	310.7	15.1	9.6	.3	.1	-	.2	.1	2.2	1.0
OTHER	.3	.1	2.2	1.2	7.2	2.7	.1	-	1.0	.6	11.5	5.2
NOT IN USE	.6	.2	-	-	-	-	-	-	-	-	-	-
NOT REPORTED	-	-	-	-	-	-	-	-	-	-	-	-
BODY TYPE												
PICKUP	34.7	1.0	336.6	16.0	9.7	.4	-	-	-	-	-	-
PANEL OR VAN	13.2	1.0	154.5	13.9	11.7	.6	-	-	-	-	-	-
MULTISTOP OR WALK-IN	1.1	.3	10.6	3.5	10.1	1.7	-	-	-	-	-	-
PLATFORM WITH ADDED DEVICES	1.2	.1	10.5	1.7	8.6	1.3	1.2	.1	10.5	1.7	8.6	1.3
LOW BOY OR DEPRESSED CENTER	.1	-	2.8	1.4	25.9	10.9	.1	-	2.8	1.4	25.9	10.9
OTHER PLATFORM	2.9	.3	34.9	12.8	12.2	4.1	2.9	.3	34.9	12.8	12.2	4.1
CATTLE RACK	.3	.1	3.3	1.3	12.4	4.6	.3	.1	3.3	1.3	12.4	4.6
INSULATED NONREFRIGERATED VAN	.2	-	10.2	2.8	46.6	8.4	.2	-	10.2	2.8	46.6	8.4
INSULATED REFRIGERATED VAN	.4	.1	24.8	4.4	56.5	6.0	.4	.1	24.8	4.4	56.5	6.0
FURNITURE VAN	.2	-	4.9	1.4	23.3	4.5	.2	-	4.9	1.4	23.3	4.5
OPEN TOP VAN	.1	-	8.3	2.9	75.2	14.7	.1	-	8.3	2.9	75.2	14.7
OTHER ENCLOSED VANS	3.7	.2	321.6	16.7	87.7	2.6	3.7	.2	321.6	16.7	87.7	2.6
BEVERAGE	.1	-	1.3	.4	11.7	1.4	.1	-	1.3	.4	11.7	1.4
UTILITY	.5	.2	5.9	3.0	11.5	3.1	.5	.2	5.9	3.0	11.5	3.1
WINCH OR CRANE	.1	-	1.2	.4	10.9	3.1	.1	-	1.2	.4	10.9	3.1
WRECKER	.4	.1	2.4	1.2	6.4	1.5	.4	.1	2.4	1.2	6.4	1.5
POLE OR LOGGING	.1	-	1.8	.9	25.2	9.3	.1	-	1.8	.9	25.2	9.3
AUTO TRANSPORT	.5	.1	32.0	5.3	69.7	6.4	.5	.1	32.0	5.3	69.7	6.4
BOAT TRANSPORT	-	-	-	-	-	-	-	-	-	-	-	-
MOBILE HOME PULLER	-	-	-	-	1.2	-	-	-	-	-	1.2	-
GARBAGE HAULER:												
FRONT LOADER	-	-	.2	.1	5.7	.7	-	-	.2	.1	5.7	.7
REAR LOADER	.2	-	2.7	.9	16.8	3.9	.2	-	2.7	.9	16.8	3.9
ROLL OFF	-	-	1.4	1.0	36.0	17.9	-	-	1.4	1.0	36.0	17.9
NOT SPECIFIED	-	-	.1	.1	3.7	2.1	-	-	.1	.1	3.7	2.1
DUMP	1.5	.1	16.4	2.2	11.0	1.4	1.5	.1	16.4	2.2	11.0	1.4
TANK FOR LIQUIDS	1.0	.1	31.2	4.3	30.0	3.1	1.0	.1	31.2	4.3	30.0	3.1
TANK FOR DRY BULK	.1	-	1.8	.9	26.1	9.3	.1	-	1.8	.9	26.1	9.3
CONCRETE MIXER:												
FRONT DISCHARGER	-	-	-	-	-	-	-	-	-	-	-	-
REAR DISCHARGER	.2	-	6.2	2.3	36.4	10.5	.2	-	6.2	2.3	36.4	10.5
NOT SPECIFIED	-	-	.1	.1	4.2	1.8	-	-	.1	.1	4.2	1.8
OTHER	-	-	-	-	-	-	-	-	-	-	-	-
NOT REPORTED	-	-	-	-	-	-	-	-	-	-	-	-
ANNUAL MILES												
LESS THAN 5,000	14.1	.9	28.5	2.4	2.0	.1	4.2	.3	7.4	.6	1.8	.1
5,000 TO 9,999	14.1	1.0	98.7	6.9	7.0	.1	2.1	.2	14.9	1.5	7.0	.1
10,000 TO 19,999	23.6	1.1	293.6	14.2	12.4	.2	2.0	.2	25.7	2.2	13.1	.2
20,000 TO 29,999	5.1	.6	112.8	13.8	22.2	.4	.9	.1	22.2	3.3	23.8	.1
30,000 TO 49,999	1.8	.3	63.4	11.5	34.9	.9	.7	.1	25.1	2.9	37.4	.7
50,000 TO 74,999	.7	.1	43.2	4.7	59.2	.7	.7	.1	43.2	4.7	59.2	.7
75,000 OR MORE	3.2	.2	387.8	22.0	120.1	1.2	3.2	.2	387.8	22.0	120.1	1.2
RANGE OF OPERATION												
LOCAL	50.7	.7	502.9	15.9	9.9	.3	7.1	.3	65.2	4.6	9.1	.6
SHORT RANGE (200 MILES OR LESS)	5.6	.6	121.8	11.1	21.6	1.4	2.2	.2	74.2	6.5	33.0	2.3
LONG RANGE (MORE THAN 200 MILES)	4.1	.3	391.8	22.0	94.9	4.6	3.6	.2	382.9	21.6	105.5	2.1
OFF-THE-ROAD	1.6	.3	10.7	2.9	6.6	1.1	.8	.2	3.8	.9	5.0	1.1
NOT REPORTED	.6	.2	.7	.7	1.1	1.0	-	-	-	-	-	-
BASE OF OPERATION												
PERCENTAGE OF MILES TRAVELED IN BASE-OF-OPERATION STATE:												
LESS THAN 25 PERCENT	4.2	.4	346.9	21.6	83.5	5.7	3.3	.2	336.0	21.2	100.3	4.4
25 TO 49 PERCENT	3.0	.4	116.6	10.8	38.4	3.9	1.5	.1	94.3	8.3	62.9	4.9
50 TO 74 PERCENT	7.8	.7	110.4	10.4	14.1	.7	1.7	.1	38.9	3.9	22.8	1.7
75 TO 100 PERCENT	47.6	.9	453.9	16.2	9.5	.3	7.2	.4	56.9	4.1	7.9	.5
NOT REPORTED	.1	-	.1	.1	1.1	.9	-	-	.1	.1	1.8	1.5
VEHICLE SIZE												
LIGHT	49.9	.3	515.4	19.2	10.3	.4	2.0	.4	24.8	12.9	12.2	5.7
MEDIUM	3.1	.3	21.4	3.4	6.8	.7	2.2	.2	11.1	1.1	5.0	.5
LIGHT-HEAVY	2.1	.1	18.9	2.1	9.1	.8	2.0	.1	18.1	2.1	8.9	.9
HEAVY-HEAVY	7.5	.2	472.1	17.5	62.6	1.8	7.5	.2	472.1	17.5	62.6	1.8

SEE FOOTNOTES AT END OF TABLE.

Table 2. **Trucks, Truck Miles, and Average Annual Miles: 1977**—Con.

VEHICULAR AND OPERATIONAL CHARACTERISTICS	TRUCKS AND TRUCK MILES[1]						TRUCKS AND TRUCK MILES, EXCLUDING PICKUPS, PANELS, AND WALK-INS[1]					
	TRUCKS (THOUSANDS)	STANDARD ERROR (THOUSANDS)	TRUCK MILES (MILLIONS)	STANDARD ERROR (MILLIONS)	AVERAGE MILES PER TRUCK (THOUSANDS)	STANDARD ERROR (THOUSANDS)	TRUCKS (THOUSANDS)	STANDARD ERROR (THOUSANDS)	TRUCK MILES (MILLIONS)	STANDARD ERROR (MILLIONS)	AVERAGE MILES PER TRUCK (THOUSANDS)	STANDARD ERROR (THOUSANDS)
GROSS WEIGHT												
6,000 OR LESS	42.7	.8	422.3	15.8	9.9	.3	.5	.2	2.2	.8	4.2	1.0
6,001 TO 10,000	7.3	.8	93.1	16.4	12.8	1.8	1.5	.3	22.5	12.9	15.0	7.6
10,001 TO 14,000	1.6	.3	13.1	3.3	8.1	.9	.8	.1	3.9	.6	5.0	.6
14,001 TO 16,000	.7	.2	3.5	.6	4.8	1.0	.7	.2	2.9	.5	4.2	.9
16,001 TO 19,500	.8	.1	4.7	.8	6.1	.8	.7	.1	4.3	.7	5.8	.8
19,501 TO 26,000	2.1	.1	18.9	2.1	9.1	.8	2.0	.1	18.1	2.1	8.9	.9
26,001 TO 33,000	1.5	.1	35.5	5.0	22.9	2.8	1.5	.1	35.5	5.0	22.9	2.8
33,001 TO 40,000	.3	.1	7.4	1.8	22.5	4.2	.3	.1	7.4	1.8	22.5	4.2
40,001 TO 50,000	.4	.1	13.5	3.0	37.5	6.0	.4	.1	13.5	3.0	37.5	6.0
50,001 TO 60,000	.8	.1	39.2	5.2	49.7	4.0	.8	.1	39.2	5.2	49.7	4.0
60,001 TO 80,000	4.5	.2	374.2	17.1	83.4	2.3	4.5	.2	374.2	17.1	83.4	2.3
80,001 TO 100,000	-	-	2.3	1.5	77.6	28.5	-	-	2.3	1.5	77.6	28.5
100,001 TO 130,000	-	-	-	-	-	-	-	-	-	-	-	-
130,001 AND OVER	-	-	-	-	-	-	-	-	-	-	-	-
NOT REPORTED	-	-	-	-	-	-	-	-	-	-	-	-
YEAR MODEL												
1978	-	-	-	-	-	-	-	-	-	-	-	-
1977	4.0	.6	107.3	11.9	27.0	2.8	.7	.1	64.2	8.6	87.9	12.0
1976	6.2	.7	132.7	13.1	21.3	1.6	.9	.2	62.0	8.2	68.9	9.3
1975	5.0	.6	113.4	16.7	22.7	2.8	1.0	.1	60.4	13.9	62.9	7.6
1974	5.9	.6	161.4	12.9	27.2	2.2	1.6	.1	112.8	10.2	71.0	4.0
1973	6.7	.7	133.6	12.2	20.0	1.6	1.2	.1	73.3	8.3	59.6	4.7
1972	5.8	.7	103.1	10.6	17.6	1.4	1.3	.1	51.2	6.3	39.1	4.6
1971	3.6	.5	56.8	7.7	16.0	1.6	.8	.1	27.9	4.4	34.4	4.2
1970	3.9	.6	56.9	7.9	14.5	1.4	.7	.1	23.5	4.4	31.8	5.6
1969	4.5	.6	45.5	6.6	10.2	.8	.9	.2	12.5	2.3	13.7	2.4
1968	3.5	.5	32.6	6.5	9.5	1.3	.6	.1	6.7	1.6	11.0	2.7
1967	3.2	.5	26.5	4.9	8.4	1.1	.6	.1	9.5	2.1	15.8	3.0
PRE-1967	10.4	.8	57.9	6.2	5.6	.5	3.4	.2	22.2	3.1	6.5	.9
NOT REPORTED	.1	.1	-	-	.4	-	-	-	-	-	-	-
VEHICLE ACQUISITION												
PURCHASED NEW	33.7	1.1	739.3	24.4	22.0	.7	7.8	.3	433.7	17.5	55.3	2.2
PURCHASED USED	27.6	1.1	257.0	14.2	9.3	.4	5.4	.3	67.6	5.8	12.5	1.1
LEASED FROM SOMEONE ELSE	.4	.1	9.4	2.6	24.0	6.6	.3	.1	8.3	2.4	30.6	9.5
LEASED TO SOMEONE ELSE	1.9	.2	100.3	15.1	51.7	6.0	1.6	.2	97.1	15.0	59.2	5.4
NOT REPORTED	1.0	.3	22.1	12.9	22.1	11.1	.3	.1	16.5	12.6	56.7	24.3
LEASE CHARACTERISTICS[2]												
LEASED WITHOUT DRIVER	1.2	.2	61.6	14.1	51.7	9.8	.8	.1	57.3	13.9	73.5	8.0
LEASED WITH DRIVER	.9	.1	41.5	5.7	45.1	4.0	.9	.1	41.5	5.7	45.1	4.0
LESSEE:												
PRIVATE	2.3	.3	105.1	15.2	46.5	5.5	1.8	.2	100.8	15.0	54.8	5.5
GOVERNMENT	-	-	-	-	-	-	-	-	-	-	-	-
LENGTH OF LEASE:												
LESS THAN 30 DAYS	.3	.1	9.9	2.4	32.9	5.7	.3	.1	9.9	2.4	32.9	5.7
30 DAYS TO 1 YEAR	.7	.2	40.4	6.5	56.1	10.9	.5	.1	38.4	6.3	73.8	10.4
1 TO 3 YEARS	.4	.2	9.8	2.8	22.1	5.7	.2	.1	7.5	2.3	31.4	10.5
MORE THAN 3 YEARS	.7	.1	42.0	13.3	62.7	10.1	.7	.1	41.9	13.3	63.5	10.1
PROVISIONS OF LEASE:												
FINANCING	.4	.1	17.9	3.7	41.6	7.8	.3	.1	16.4	3.4	49.7	6.2
MAINTENANCE	.5	.1	26.6	4.3	57.9	4.8	.5	.1	26.6	4.3	57.9	4.8
PROCUREMENT AND SALE	.2	-	10.6	2.9	58.8	9.5	.2	-	10.5	2.9	61.9	9.6
OPERATOR CLASSIFICATION												
NOT FOR HIRE:												
PRIVATE OWNER OR INDIVIDUAL	57.2	.3	628.1	17.0	11.0	.3	9.0	.4	131.5	8.2	14.7	.9
FOR HIRE INTERSTATE:												
EXEMPT CARRIER	.4	.1	23.3	4.4	59.8	6.7	.4	.1	23.3	4.4	59.8	6.7
CONTRACT CARRIER	.7	.1	57.7	7.1	81.3	4.5	.7	.1	57.7	7.1	81.3	4.5
COMMON CARRIER	3.5	.2	309.0	20.5	89.1	3.6	3.3	.2	307.5	20.5	92.4	2.8
FOR HIRE INTRASTATE:												
LOCAL CARTAGE	.6	.2	8.1	2.5	14.0	2.7	.4	.1	5.6	1.5	14.6	3.2
FOR HIRE DAILY RENTAL	-	-	.6	.5	56.1	-	-	-	.6	.5	56.1	-
NOT REPORTED	.4	.2	1.0	1.0	2.8	2.2	-	-	-	-	.6	.2
PRODUCTS CARRIED												
FARM PRODUCTS	5.8	.6	50.2	6.4	8.7	.8	2.8	.3	25.2	4.1	8.9	1.5
LIVE ANIMALS	.7	.2	11.6	4.3	15.9	3.4	.2	.1	3.9	1.3	17.1	4.9
MINING PRODUCTS	-	-	1.3	.6	31.6	5.6	-	-	1.3	.6	31.6	5.6
LOGS AND OTHER FOREST PRODUCTS	.7	.2	9.8	3.5	14.3	2.8	.2	-	3.4	1.1	18.7	4.7
PROCESSED FOODS	1.4	.3	34.2	5.2	25.3	3.5	.6	.1	25.3	4.0	42.3	4.4
TEXTILE MILL PRODUCTS	.4	.2	10.3	3.7	23.4	5.2	.1	-	5.2	2.2	43.2	13.9
BUILDING MATERIALS	4.5	.5	68.6	9.2	15.3	1.3	1.8	.1	31.7	3.8	17.1	1.7
HOUSEHOLD GOODS	.8	.2	9.9	2.8	12.7	2.0	.2	-	4.3	1.3	26.8	5.5
FURNITURE OR HARDWARE	.5	.2	5.6	2.4	12.1	.5	.1	-	.7	.3	12.3	2.6
PAPER PRODUCTS	.4	.2	7.2	3.4	18.3	4.7	.1	-	2.2	.9	24.9	6.4
CHEMICALS	.7	.1	29.5	4.7	44.0	7.1	.6	.1	28.7	4.7	51.3	5.4
PETROLEUM	1.0	.2	27.1	4.6	27.4	3.0	.8	.1	23.3	3.7	29.5	3.5
PRIMARY METAL PRODUCTS	.1	-	1.7	.8	24.3	6.9	.1	-	1.7	.8	24.3	6.9
FABRICATED METAL PRODUCTS	.3	.1	11.2	2.9	37.3	10.8	.2	-	10.1	2.8	53.3	8.9
MACHINERY, EXCEPT ELECTRICAL	.4	.1	16.2	12.6	44.9	24.9	.4	.1	16.2	12.6	46.2	25.4
ELECTRICAL MACHINERY	.8	.2	13.3	3.5	17.2	3.8	.2	-	7.6	2.5	47.3	10.8
TRANSPORTATION EQUIPMENT	1.0	.2	39.9	6.0	40.7	6.1	.8	.1	36.7	5.6	47.0	6.6
SCRAP, REFUSE, OR GARBAGE	2.1	.4	18.7	4.1	9.0	1.4	.7	.1	7.8	1.7	10.4	2.0
MIXED CARGOES	4.5	.4	295.7	16.8	65.9	5.2	3.1	.2	281.3	16.2	92.0	4.1
CRAFTSMAN'S EQUIPMENT	5.1	.7	66.2	10.3	13.0	1.1	.3	.1	4.4	2.8	16.3	4.2
SPECIAL EQUIPMENT	.6	.2	4.7	1.5	7.3	2.0	.5	.1	4.6	1.5	8.5	2.1
PERSONAL TRANSPORTATION	29.8	1.1	284.4	14.7	9.5	.4	-	-	.1	.1	2.8	1.7
OTHER	.8	.3	10.6	4.8	13.5	3.7	.1	-	.4	.3	5.3	2.7
NOT REPORTED	.6	.2	-	-	-	-	-	-	-	-	-	-

SEE FOOTNOTES AT END OF TABLE.

Table 2. **Trucks, Truck Miles, and Average Annual Miles: 1977**—Con.

VEHICULAR AND OPERATIONAL CHARACTERISTICS	TRUCKS AND TRUCK MILES[1]						TRUCKS AND TRUCK MILES, EXCLUDING PICKUPS, PANELS, AND WALK-INS[1]					
	TRUCKS (THOUSANDS)	STANDARD ERROR (THOUSANDS)	TRUCK MILES (MILLIONS)	STANDARD ERROR (MILLIONS)	AVERAGE MILES PER TRUCK (THOUSANDS)	STANDARD ERROR (THOUSANDS)	TRUCKS (THOUSANDS)	STANDARD ERROR (THOUSANDS)	TRUCK MILES (MILLIONS)	STANDARD ERROR (MILLIONS)	AVERAGE MILES PER TRUCK (THOUSANDS)	STANDARD ERROR (THOUSANDS)
HAZARDOUS MATERIALS CARRIED												
HAZARDOUS MATERIALS CARRIED	3.8	.3	314.7	16.9	82.0	4.2	3.4	.2	308.1	16.5	89.6	2.7
LESS THAN 25 PERCENT OF TIME	2.6	.1	272.4	16.2	106.1	2.8	2.6	.1	272.4	16.2	106.1	2.8
25 TO 49 PERCENT OF TIME	.3	.1	16.5	4.0	55.0	12.8	.2	-	14.5	3.5	72.6	8.0
50 TO 74 PERCENT OF TIME	-	-	.1	.1	9.6	-	-	-	.1	.1	9.6	-
75 TO 100 PERCENT OF TIME	.8	.2	23.9	4.4	29.5	3.5	.6	.1	20.0	3.4	32.9	4.0
NO PERCENT REPORTED	.2	.1	1.8	1.2	12.1	6.5	-	-	1.1	.9	22.6	16.1
NO HAZARDOUS MATERIAL CARRIED	50.7	.8	641.5	22.3	12.6	.4	9.4	.4	202.4	16.2	21.4	1.6
NOT REPORTED	8.1	.8	71.7	8.4	8.8	.7	.9	.1	15.6	3.0	16.6	3.2
TRUCK FLEET SIZE[3]												
1	43.3	.9	641.5	21.8	14.8	.5	4.7	.3	273.6	15.9	58.4	3.6
2 TO 5	10.5	.8	138.8	13.3	13.3	.8	3.3	.3	42.6	4.4	12.7	1.3
6 TO 19	4.5	.5	89.6	14.7	20.1	2.8	2.5	.2	67.7	13.7	26.6	4.3
20 OR MORE	4.5	.4	158.0	11.4	35.0	2.6	3.2	.2	142.2	10.2	43.9	2.8
MILES PER GALLON												
LESS THAN 5	5.6	.2	322.0	15.4	57.0	2.1	5.6	.2	321.8	15.4	57.2	2.1
5 TO 6.9	3.3	.3	156.8	12.0	47.2	3.5	2.8	.1	149.4	11.5	54.0	3.1
7 TO 8.9	4.0	.5	42.7	6.7	10.8	1.1	2.1	.2	20.3	2.6	9.6	1.1
9 TO 11.9	10.9	.9	127.7	17.3	11.7	1.2	1.9	.3	23.8	12.8	12.3	6.0
12 TO 14.9	17.2	1.1	182.3	14.2	10.6	.5	.8	.2	5.4	1.7	7.1	1.1
15 TO 19.9	14.6	1.0	139.1	12.4	9.5	.5	.2	.1	.6	.3	2.9	.4
20 OR MORE	3.6	.6	28.6	5.8	8.0	1.0	-	-	-	-	.2	-
NOT REPORTED	3.4	.5	28.6	5.3	8.4	.9	.4	.1	4.9	1.6	12.0	3.6
EQUIPMENT TYPE												
TRANSMISSION:												
MANUAL	40.6	1.1	776.0	25.7	19.1	.6	13.4	.2	519.8	21.4	38.9	1.6
AUTOMATIC	20.2	1.1	233.7	15.7	11.6	.5	.2	.1	2.3	.7	9.5	3.4
SEMIAUTOMATIC	-	-	1.2	1.1	40.6	30.8	-	-	1.2	1.1	60.6	38.9
NOT REPORTED	1.8	.4	16.9	4.9	9.3	1.9	.2	-	2.9	1.0	15.1	4.4
BRAKING SYSTEM:												
HYDRAULIC[2]	47.3	.8	485.7	19.9	10.3	.4	6.0	.4	70.2	13.6	11.7	2.1
AIR	7.4	.2	449.3	17.5	60.9	2.1	7.2	.2	447.7	17.4	61.8	2.1
OTHER[2]	5.7	.7	73.9	10.7	13.0	1.1	.3	.1	6.3	2.1	20.9	6.0
NOT REPORTED	2.3	.5	19.0	5.2	8.3	1.6	.3	-	2.0	.8	7.8	2.7
ANTI-WHEEL-LOCK DEVICE[2]	4.7	.5	155.3	13.5	33.4	3.1	1.6	.1	116.6	10.7	72.1	4.3
POWER STEERING[2]	22.1	1.1	361.7	18.2	16.3	.6	4.8	.3	148.2	9.7	30.8	1.8
AIR CONDITIONING[2]	8.2	.8	179.5	18.2	22.0	1.8	1.4	.2	97.8	15.0	68.4	5.7
FUEL CONSERVATION EQUIPMENT[2]												
RADIAL TIRES	11.2	.8	407.8	20.5	36.6	2.1	3.1	.1	305.4	16.7	99.2	2.7
DRAG REDUCTION DEVICES	1.8	.2	203.1	14.8	113.5	8.6	1.6	.1	201.5	14.7	126.8	2.4
VARIABLE SPEED FAN	6.0	.6	195.9	14.7	32.6	2.7	1.8	.2	142.4	11.9	80.5	6.9
FUEL EFFICIENT ENGINE	6.1	.6	290.0	17.5	47.5	3.9	2.6	.2	250.7	15.9	95.4	4.5
AXLE OR DRIVE RATIO CHANGE	3.6	.3	58.1	6.5	16.4	1.4	2.9	.2	51.1	5.7	17.6	1.5
NOT REPORTED	42.3	1.0	473.7	21.3	11.2	.5	6.9	.2	137.5	14.9	19.9	2.0
MAINTENANCE[2]												
MAINTENANCE PERFORMED ON--												
ENGINE	11.3	.8	236.3	19.1	20.9	1.5	3.6	.2	158.4	16.4	44.2	3.6
TRANSMISSION	6.0	.6	133.5	12.4	22.3	1.7	1.6	.1	78.4	8.3	48.7	4.4
BRAKING SYSTEM	13.1	.9	338.9	22.3	25.9	1.5	4.2	.2	226.1	18.3	53.7	3.4
REAR AXLE AND DIFFERENTIAL	3.7	.4	107.2	10.6	29.0	2.9	1.5	.1	80.4	8.6	53.2	5.1
NONE OF THE ABOVE	34.3	1.1	423.9	18.4	12.3	.5	5.7	.3	140.6	10.6	24.7	1.9
NOT REPORTED	-	-	-	-	-	-	-	-	-	-	-	-
MAINTENANCE PERFORMED BY[5]--												
SELF OR OWN REPAIR SHOP	12.9	.8	348.5	21.9	26.9	1.7	5.0	.3	262.2	18.9	52.8	3.1
TRUCK DEALER	4.1	.5	92.2	10.4	22.3	1.8	1.4	.1	53.0	6.3	37.8	3.9
FACTORY BRANCH	.8	.2	25.4	4.9	30.9	6.0	.3	.1	18.9	3.9	59.2	7.3
LEASING COMPANY	.1	-	2.5	1.2	36.3	11.9	.1	-	2.5	1.2	36.3	11.9
INDEPENDENT GARAGE	8.4	.8	102.7	10.8	12.2	.8	1.2	.1	24.3	3.4	20.6	2.3
OTHER	1.4	.2	12.7	3.5	9.4	1.6	.1	-	2.7	1.3	24.9	9.5
NOT REPORTED	35.6	1.1	464.1	19.3	13.0	.5	6.0	.3	176.0	12.1	29.1	2.1
ENGINE TYPE AND SIZE												
ENGINE:												
GASOLINE	56.8	.2	574.6	19.2	10.1	.3	7.9	.4	72.9	13.2	9.2	1.5
DIESEL	5.9	.2	453.0	17.8	76.8	2.0	5.9	.2	453.0	17.8	76.8	2.0
LPG OR OTHER	-	-	.3	.1	6.7	1.3	-	-	.3	.1	6.7	1.3
NOT REPORTED	-	-	-	-	-	-	-	-	-	-	-	-
CYLINDERS:												
4	4.4	.6	39.3	6.9	9.0	.9	-	-	.7	.3	16.6	-
6	22.6	1.1	395.8	18.2	17.5	.8	6.1	.3	253.2	13.5	41.7	2.3
8	35.2	1.1	591.7	25.0	16.8	.6	7.6	.2	271.3	19.0	35.5	2.3
OTHER	-	-	.4	.4	38.0	-	-	-	.4	.4	38.0	-
NOT REPORTED	.6	.2	.8	.4	1.4	.8	-	-	.6	.3	11.0	4.9
CUBIC INCH DISPLACEMENT:												
GASOLINE ENGINES												
LESS THAN 200	2.3	.4	21.2	5.3	9.1	1.3	-	-	-	-	4.5	-
200 TO 299	10.0	.8	76.4	9.1	7.7	.6	1.4	.2	5.0	1.3	3.6	.8
300 TO 349	10.4	.9	117.7	12.1	11.3	.6	1.3	.1	10.6	1.5	8.1	.8
350 TO 399	15.6	1.0	184.1	14.3	11.8	.5	1.9	.2	20.0	3.3	10.8	1.0
400 OR MORE	1.8	.3	34.7	13.1	19.2	6.1	1.0	.1	24.3	12.6	25.1	10.4
NOT REPORTED	16.6	1.0	140.6	12.3	8.4	.5	2.4	.3	12.9	1.6	5.5	.5

SEE FOOTNOTES AT END OF TABLE.

Table 2. **Trucks, Truck Miles, and Average Annual Miles: 1977**—Con.

VEHICULAR AND OPERATIONAL CHARACTERISTICS	TRUCKS AND TRUCK MILES[1]						TRUCKS AND TRUCK MILES, EXCLUDING PICKUPS, PANELS, AND WALK-INS[1]					
	TRUCKS (THOUSANDS)	STANDARD ERROR (THOUSANDS)	TRUCK MILES (MILLIONS)	STANDARD ERROR (MILLIONS)	AVERAGE MILES PER TRUCK (THOUSANDS)	STANDARD ERROR (THOUSANDS)	TRUCKS (THOUSANDS)	STANDARD ERROR (THOUSANDS)	TRUCK MILES (MILLIONS)	STANDARD ERROR (MILLIONS)	AVERAGE MILES PER TRUCK (THOUSANDS)	STANDARD ERROR (THOUSANDS)
ENGINE TYPE AND SIZE--CON.												
CUBIC INCH DISPLACEMENT--CON.												
DIESEL ENGINES												
LESS THAN 400	.2	-	7.9	2.2	31.5	6.7	.2	-	7.9	2.2	31.5	6.7
400 TO 599	2.5	.1	258.4	15.8	102.6	3.0	2.5	.1	258.4	15.8	102.6	3.0
600 TO 799	1.5	.1	92.3	8.4	59.6	3.3	1.5	.1	92.3	8.4	59.6	3.3
800 OR MORE	.8	.1	58.4	6.9	72.2	4.3	.8	.1	58.4	6.9	72.2	4.3
NOT REPORTED	.8	.1	35.9	5.1	46.7	4.5	.8	.1	35.9	5.1	46.7	4.5
OTHER ENGINES												
LESS THAN 400	-	-	.1	.1	4.5	1.1	-	-	.1	.1	4.5	1.1
400 OR MORE	-	-	.2	.1	9.0	-	-	-	.2	.1	9.0	-
NOT REPORTED	-	-	-	-	-	-	-	-	-	-	-	-
TRUCK TYPE AND AXLE ARRANGEMENT												
SINGLE-UNIT TRUCKS:												
2 AXLES	56.3	.2	570.5	19.2	10.1	.3	7.5	.4	68.7	13.2	9.2	1.6
3 AXLES	.8	.1	21.5	3.6	26.2	3.5	.8	.1	21.5	3.6	26.2	3.5
OTHER	.1	-	1.3	.6	11.6	3.8	.1	-	1.3	.6	11.6	3.8
TRUCK-TRACTOR COMBINATIONS:												
SINGLE TRAILERS												
3 AXLES	.1	-	4.6	1.8	45.8	11.6	.1	-	4.6	1.8	45.8	11.6
4 AXLES	1.1	.1	28.7	3.7	26.9	2.5	1.1	.1	28.7	3.7	26.9	2.5
5 AXLES	4.2	.2	395.7	17.6	95.2	2.1	4.2	.2	395.7	17.6	95.2	2.1
6 AXLES	-	-	3.9	1.8	77.8	15.2	-	-	3.9	1.8	77.8	15.2
OTHER	-	-	1.6	1.4	82.4	43.2	-	-	1.6	1.4	82.4	43.2
DOUBLE TRAILERS												
5 AXLES	-	-	-	-	-	-	-	-	-	-	-	-
6 AXLES	-	-	-	-	-	-	-	-	-	-	-	-
OTHER	-	-	-	-	-	-	-	-	-	-	-	-
TRIPLE TRAILERS												
7 AXLES	-	-	-	-	-	-	-	-	-	-	-	-
OTHER	-	-	-	-	-	-	-	-	-	-	-	-
TRAILER NOT SPECIFIED	-	-	.2	.2	3.5	2.7	-	-	.2	.2	3.5	2.7
POWERED AXLES:												
1	53.0	.7	752.7	24.7	14.2	.5	10.3	.4	318.0	19.8	30.8	1.9
2	7.7	.6	254.4	15.1	32.8	2.2	3.4	.2	205.6	12.2	60.3	2.4
3	.1	-	2.6	1.2	28.7	9.1	.1	-	2.6	1.2	28.7	9.1
4	-	-	-	-	-	-	-	-	-	-	-	-
NOT REPORTED	1.9	.4	18.1	4.6	9.7	1.0	-	-	-	-	-	-
CAB TYPE[5]												
CAB FORWARD OF ENGINE	.3	.1	5.8	1.6	18.9	4.0	.3	.1	5.8	1.6	18.9	4.0
CAB OVER ENGINE	2.0	.1	127.3	9.9	64.7	3.0	2.0	.1	127.3	9.9	64.7	3.0
SHORT HOOD CONVENTIONAL	3.0	.2	102.4	9.2	33.9	3.1	3.0	.2	102.4	9.2	33.9	3.1
MEDIUM HOOD CONVENTIONAL	5.3	.3	125.9	15.4	23.8	2.5	5.3	.3	125.9	15.4	23.8	2.5
LONG HOOD CONVENTIONAL	3.1	.2	162.2	12.8	51.7	4.2	3.1	.2	162.2	12.8	51.7	4.2
OTHER	.1	-	1.2	.6	19.6	7.7	.1	-	1.2	.6	19.6	7.7
NOT REPORTED	-	-	1.3	1.0	32.5	18.5	-	-	1.3	1.0	32.5	18.5
CAB WITH SLEEPER UNIT	1.4	.1	105.9	9.1	73.1	3.1	1.4	.1	105.9	9.1	73.1	3.1
PICKUPS, PANELS, VANS, MULTISTOPS, OR WALK-INS												
TOTAL	48.9	.4	501.8	15.4	10.3	.3	-	-	-	-	-	-
PICKUPS	34.7	1.0	336.6	16.0	9.7	.4	-	-	-	-	-	-
PANELS OR VANS	13.2	1.0	154.5	13.9	11.7	.6	-	-	-	-	-	-
MULTISTOPS OR WALK-INS	1.1	.3	10.6	3.5	10.1	1.7	-	-	-	-	-	-
DRIVING WHEELS:												
4-WHEEL DRIVE	4.3	.6	48.8	8.9	11.3	1.2	-	-	-	-	-	-
2-WHEEL DRIVE	37.1	1.0	384.8	16.2	10.4	.3	-	-	-	-	-	-
NOT REPORTED	7.4	.8	68.1	9.2	9.2	.7	-	-	-	-	-	-
AXLES ON VEHICLE:												
2	39.9	.9	421.3	16.4	10.6	.3	-	-	-	-	-	-
3	-	-	-	-	-	-	-	-	-	-	-	-
NOT REPORTED	9.0	.9	80.4	10.0	9.0	.7	-	-	-	-	-	-
CAMPER BODY OR SPECIAL CAMPING EQUIPMENT:												
SLIDE-IN CAMPER	.8	.3	6.6	2.4	8.1	1.0	-	-	-	-	-	-
PICKUP SHELL COVER	8.5	.8	97.3	11.7	11.5	.8	-	-	-	-	-	-
CAMPER BODY	.4	.2	4.3	2.2	10.0	1.2	-	-	-	-	-	-
NOT REPORTED	39.2	.9	393.6	16.2	10.0	.3	-	-	-	-	-	-

NOTE: DATA RELATE TO STATE OF REGISTRATION, WHICH IN MOST CASES IS BASE OF OPERATION; HOWEVER, SOME TRUCKS REGISTERED IN A GIVEN STATE ARE ACTUALLY BASED IN ANOTHER STATE BECAUSE THEY OPERATE INTERSTATE OR THEIR OPERATORS HAVE MOVED TO ANOTHER STATE. DETAILED FIGURES MAY NOT ADD TO TOTALS BECAUSE OF ROUNDING. STANDARD ERROR IS AN ACTUAL NUMBER; FOR DISCUSSION OF PROPER USE AND INTERPRETATION, SEE INTRODUCTION.

- ESTIMATE IS LESS THAN 50 TRUCKS.

[1] WHEN NO RESPONSE WAS OBTAINED FOR ANNUAL MILES, DATA WERE IMPUTED.
[2] DETAIL DOES NOT ADD TO TOTALS BECAUSE ITEMS WERE NOT APPLICABLE OR MULTIPLE RESPONSES WERE POSSIBLE.
[3] WHEN NO RESPONSE WAS OBTAINED, ONE TRUCK WAS IMPUTED BASED ON BODY TYPE OF SAMPLED VEHICLE.
[4] BECAUSE SOME "LIGHT" TRUCK RESPONDENTS WERE UNFAMILIAR WITH BRAKING SYSTEM TERMINOLOGY, A LARGE PROPORTION OF DATA FOR "OTHER" SHOULD BE FOR "HYDRAULIC" (E.G., DATA ON POWER ASSISTED BRAKES, DISC BRAKES, VACUUM-HYDRAULIC, ETC.).
[5] DATA RELATE ONLY TO SPECIFIED EQUIPMENT ON WHICH MAINTENANCE WAS PERFORMED.
[6] PICKUPS, PANELS, VANS, AND MULTISTOPS ARE NOT INCLUDED.

Table 3. **Trucks by Major Use: 1977**—Con.

(THOUSANDS)

VEHICULAR AND OPERATIONAL CHARACTERISTICS	TOTAL TRUCKS	STANDARD ERROR	MAJOR USE: AGRICULTURE	FORESTRY AND LUMBERING	MINING AND QUARRYING	CONSTRUCTION	MANUFACTURING	WHOLESALE TRADE	RETAIL TRADE	FOR HIRE TRANSPORTATION	UTILITIES	SERVICES	DAILY RENTAL	PERSONAL TRANSPORTATION	OTHER	NOT IN USE	NOT REPORTED
TOTAL TRUCKS	62.7	-	7.0	.4	.1	5.4	1.7	1.8	2.9	4.6	.8	4.9	-	32.3	.3	.6	-
STANDARD ERROR	-	-	.6	.2	-	.6	.3	.3	.5	.3	.2	.6	-	1.1	.1	.2	-
BODY TYPE																	
PICKUP	34.7	1.0	3.7	.3	-	2.7	.4	.3	.8	-	.2	1.5	-	24.1	.2	.4	-
PANEL OR VAN	13.2	1.0	.2	-	-	.9	.3	.5	.8	.1	.1	2.1	-	7.9	-	.1	-
MULTISTOP OR WALK-IN	1.1	.3	-	-	-	-	-	.1	.4	.2	.1	-	-	.2	-	-	-
PLATFORM WITH ADDED DEVICES	1.2	.1	.6	-	-	.2	.1	-	.1	-	.1	.1	-	-	-	-	-
LOW BOY OR DEPRESSED CENTER	.1	-	-	-	-	.1	-	-	-	-	-	-	-	-	-	-	-
OTHER PLATFORM	2.9	.3	1.8	-	-	.2	.1	.1	.2	.2	-	.1	-	-	-	-	-
CATTLE RACK	.3	.1	.2	-	-	-	-	.1	-	-	-	-	-	-	-	-	-
INSULATED NONREFRIGERATED VAN	.2	-	-	-	-	-	-	-	-	.1	-	-	-	-	-	-	-
INSULATED REFRIGERATED VAN	.4	.1	-	-	-	-	-	.1	-	.2	-	-	-	-	-	-	-
FURNITURE VAN	.2	-	-	-	-	-	-	-	-	.1	-	-	-	-	-	-	-
OPEN TOP VAN	.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
OTHER ENCLOSED VANS	3.7	.2	.1	-	-	-	.4	.1	.1	2.8	-	-	-	-	-	-	-
BEVERAGE	.1	-	-	-	-	-	-	.1	-	-	-	-	-	-	-	-	-
UTILITY	.5	.2	-	-	-	.1	-	-	-	-	.3	.1	-	-	-	-	-
WINCH OR CRANE	.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WRECKER	.4	.1	-	-	-	-	-	-	-	-	-	.3	-	-	-	-	-
POLE OR LOGGING	.1	-	-	.1	-	-	-	-	-	-	-	-	-	-	-	-	-
AUTO TRANSPORT	.5	.1	-	-	-	-	-	-	-	.4	-	-	-	-	-	-	-
BOAT TRANSPORT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MOBILE HOME PULLER	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GARBAGE HAULER:																	
FRONT LOADER	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
REAR LOADER	.2	-	-	-	-	-	-	-	-	-	-	.2	-	-	-	-	-
ROLL OFF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOT SPECIFIED	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
DUMP	1.5	.1	.3	-	-	.9	-	-	-	.1	-	.1	-	-	-	-	-
TANK FOR LIQUIDS	1.0	.1	-	-	-	.1	.1	.1	.4	.2	-	.1	-	-	-	-	-
TANK FOR DRY BULK	.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CONCRETE MIXER:																	
FRONT DISCHARGER	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
REAR DISCHARGER	.2	-	-	-	-	.1	-	-	-	-	-	-	-	-	-	-	-
NOT SPECIFIED	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
OTHER	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOT REPORTED	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ANNUAL MILES[1]																	
LESS THAN 5,000	14.1	.9	3.5	.1	-	.7	.1	.2	.5	.2	.2	1.2	-	6.7	.2	.6	-
5,000 TO 9,999	14.1	1.0	1.3	-	-	1.2	.1	.3	.3	.3	.3	1.2	-	8.9	-	-	-
10,000 TO 19,999	23.6	1.1	1.9	.1	-	2.2	.7	.8	1.6	.4	.2	1.8	-	13.9	.1	-	-
20,000 TO 29,999	5.1	.6	.1	.1	-	.7	.2	.3	.4	.2	.1	.5	-	2.3	-	-	-
30,000 TO 49,999	1.8	.3	-	-	-	.4	.1	.1	.2	.4	-	.2	-	.4	-	-	-
50,000 TO 74,999	.7	.1	-	-	-	-	.1	-	-	.4	-	-	-	-	-	-	-
75,000 OR MORE	3.2	.2	-	-	-	-	.4	.1	-	2.7	-	-	-	-	-	-	-
RANGE OF OPERATION																	
LOCAL	50.7	.7	5.7	.3	-	4.3	.9	1.3	2.8	.6	.8	4.4	-	29.2	.3	-	-
SHORT RANGE (200 MILES OR LESS)	5.6	.6	.4	.2	-	.7	.3	.4	.1	.8	-	.5	-	2.2	-	-	-
LONG RANGE (MORE THAN 200 MILES)	4.1	.3	-	-	-	-	.3	-	-	3.2	-	-	-	.5	-	-	-
OFF-THE-ROAD	1.6	.3	.9	-	-	.3	.2	-	-	-	-	-	-	.2	-	-	-
NOT REPORTED	.6	.2	-	-	-	-	-	-	-	-	-	-	-	.1	-	.5	-
BASE OF OPERATION																	
PERCENTAGE OF MILES TRAVELED IN BASE-OF-OPERATION STATE:																	
LESS THAN 25 PERCENT	4.2	.4	.2	-	-	.1	.3	.2	-	2.6	-	-	-	.7	-	-	-
25 TO 49 PERCENT	3.0	.4	.3	.1	-	.1	.2	.1	-	1.0	-	-	-	1.2	-	-	-
50 TO 74 PERCENT	7.8	.7	.5	.1	-	.7	.3	.2	.4	.7	-	.7	-	4.3	-	-	-
75 TO 100 PERCENT	47.6	.9	6.1	.2	-	4.4	.8	1.3	2.5	.4	.8	4.2	-	26.0	.3	.5	-
NOT REPORTED	.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	.1	-

SEE FOOTNOTES AT END OF TABLE.

Table 3. **Trucks by Major Use: 1977**—Con.

(THOUSANDS)

VEHICULAR AND OPERATIONAL CHARACTERISTICS	TOTAL TRUCKS	STANDARD ERROR	MAJOR USE: AGRICULTURE	FORESTRY AND LUMBERING	MINING AND QUARRYING	CONSTRUCTION	MANUFACTURING	WHOLESALE TRADE	RETAIL TRADE	FOR HIRE TRANSPORTATION	UTILITIES	SERVICES	DAILY RENTAL	PERSONAL TRANSPORTATION	OTHER	NOT IN USE	NOT REPORTED
VEHICLE SIZE																	
LIGHT	49.9	.3	4.5	.3	-	3.8	.7	1.0	2.1	.4	.6	3.9	-	31.8	.2	.5	-
MEDIUM	3.1	.3	1.0	-	-	.5	-	.2	.2	.1	.1	.5	-	.5	-	-	-
LIGHT-HEAVY	2.1	.1	.6	-	-	.3	.1	.3	.2	.1	.1	.3	-	-	-	-	-
HEAVY-HEAVY	7.5	.2	.8	.1	-	.8	.8	.3	.3	4.0	-	.2	-	-	-	-	-
GROSS WEIGHT																	
6,000 OR LESS	42.7	.8	3.8	.3	-	3.0	.6	.6	1.6	-	.3	3.3	-	28.3	.2	.5	-
6,001 TO 10,000	7.3	.8	.7	-	-	.8	.1	.4	.5	.4	.3	.6	-	3.5	-	-	-
10,001 TO 14,000	1.6	.3	.3	-	-	.3	-	-	.1	-	-	.4	-	.5	-	-	-
14,001 TO 16,000	.7	.2	.4	-	-	.1	-	-	.1	-	-	.1	-	-	-	-	-
16,001 TO 19,500	.8	.1	.3	-	-	.1	-	.1	.1	-	-	.1	-	-	-	-	-
19,501 TO 26,000	2.1	.1	.6	-	-	.3	.1	.3	.2	.1	.1	.3	-	-	-	-	-
26,001 TO 33,000	1.5	.1	.5	-	-	.2	.1	.2	.2	.2	-	.1	-	-	-	-	-
33,001 TO 40,000	.3	.1	-	-	-	.1	-	-	-	.1	-	-	-	-	-	-	-
40,001 TO 50,000	.4	.1	-	-	-	-	.1	-	-	.1	-	-	-	-	-	-	-
50,001 TO 60,000	.8	.1	.1	-	-	.1	.1	-	-	.4	-	-	-	-	-	-	-
60,001 TO 80,000	4.5	.2	.2	-	-	.3	.5	.1	.1	3.2	-	-	-	-	-	-	-
80,001 TO 100,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
100,001 TO 130,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
130,001 AND OVER	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOT REPORTED	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
YEAR MODEL																	
1978	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1977	4.0	.6	-	-	-	.1	.1	-	.2	.5	-	.3	-	2.6	.1	-	-
1976	6.2	.7	.5	.1	-	.3	.4	.3	.2	.3	.2	.1	-	3.8	-	-	-
1975	5.0	.6	.4	-	-	.5	.4	.2	.5	.4	-	.1	-	2.5	-	-	-
1974	5.9	.6	.7	.1	-	.5	-	.2	.1	1.0	.1	.4	-	2.7	-	-	-
1973	6.7	.7	.3	-	-	1.0	.1	.3	.4	.7	-	.5	-	3.3	-	-	-
1972	5.8	.7	.6	-	-	.3	.1	.2	.4	.5	.2	.5	-	2.9	-	.1	-
1971	3.6	.5	.3	-	-	.5	-	.2	.1	.2	-	.5	-	1.7	-	-	-
1970	3.9	.6	.4	-	-	.5	.3	.1	.1	.2	-	.3	-	2.0	-	-	-
1969	4.5	.6	.2	-	-	.4	.1	.1	.3	.2	.1	.7	-	2.3	.1	-	-
1968	3.5	.5	.3	-	-	.1	.1	-	.1	.2	-	.5	-	2.2	-	.1	-
1967	3.2	.5	.3	.1	-	.2	-	-	.2	.3	-	.4	-	1.6	-	-	-
PRE-1967	10.4	.8	2.8	-	-	.9	.1	.2	.5	.2	-	.7	-	4.4	-	.4	-
NOT REPORTED	.1	.1	-	-	-	-	-	-	-	-	-	-	-	.1	-	-	-
VEHICLE ACQUISITION																	
PURCHASED NEW	33.7	1.1	3.1	.3	-	3.4	1.1	1.2	1.9	3.7	.6	2.5	-	15.7	.1	-	-
PURCHASED USED	27.6	1.1	3.8	.2	-	1.9	.5	.5	.9	.7	-	2.4	-	16.2	.2	.4	-
LEASED FROM SOMEONE ELSE	.4	.1	-	-	-	-	-	-	-	-	.2	-	-	-	-	-	-
LEASED TO SOMEONE ELSE	1.9	.2	.1	-	-	.5	.2	.1	-	.8	-	.1	-	.1	-	-	-
NOT REPORTED	1.0	.3	-	-	-	-	-	-	.1	.1	-	-	-	.4	-	.2	-
LEASE CHARACTERISTICS[2]																	
LEASED WITHOUT DRIVER	1.2	.2	.1	-	-	.2	.1	.1	-	.4	.1	.1	-	.1	-	-	-
LEASED WITH DRIVER	.9	.1	-	-	-	.3	-	-	-	.4	-	-	-	-	-	-	-
LESSEE:																	
PRIVATE	2.3	.3	.1	-	-	.5	.2	.1	.1	.8	.2	.1	-	.1	-	-	-
GOVERNMENT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
LENGTH OF LEASE:																	
LESS THAN 30 DAYS	.3	.1	-	-	-	.1	-	-	-	.1	-	-	-	-	-	-	-
30 DAYS TO 1 YEAR	.7	.2	-	-	-	.1	-	-	-	.3	-	.1	-	.1	-	-	-
1 TO 3 YEARS	.4	.2	-	-	-	.1	-	-	-	.1	.2	-	-	-	-	-	-
MORE THAN 3 YEARS	.7	.1	-	-	-	-	.1	-	-	.4	-	-	-	-	-	-	-
PROVISIONS OF LEASE:																	
FINANCING	.4	.1	-	-	-	-	.1	-	-	.1	-	-	-	.1	-	-	-
MAINTENANCE	.5	.1	-	-	-	-	.1	-	-	.2	-	-	-	-	-	-	-
PROCUREMENT AND SALE	.2	-	-	-	-	-	.1	-	-	.1	-	-	-	-	-	-	-

SEE FOOTNOTES AT END OF TABLE.

Table 3. **Trucks by Major Use: 1977**—Con.

(THOUSANDS)

VEHICULAR AND OPERATIONAL CHARACTERISTICS	TOTAL TRUCKS	STANDARD ERROR	MAJOR USE: AGRICULTURE	FORESTRY AND LUMBERING	MINING AND QUARRYING	CONSTRUCTION	MANUFACTURING	WHOLESALE TRADE	RETAIL TRADE	FOR HIRE TRANSPORTATION	UTILITIES	SERVICES	DAILY RENTAL	PERSONAL TRANSPORTATION	OTHER	NOT IN USE	NOT REPORTED
OPERATOR CLASSIFICATION																	
NOT FOR HIRE:																	
PRIVATE OWNER OR INDIVIDUAL	57.2	.3	6.8	.4	-	5.2	1.6	1.7	2.9	.3	.8	4.8	-	32.1	.3	.4	-
FOR HIRE INTERSTATE:																	
EXEMPT CARRIER	.4	.1	.1	-	-	-	-	-	-	.3	-	-	-	-	-	-	-
CONTRACT CARRIER	.7	.1	-	-	-	-	-	-	-	.6	-	-	-	-	-	-	-
COMMON CARRIER	3.5	.2	-	-	-	-	-	-	-	3.4	-	-	-	-	-	-	-
FOR HIRE INTRASTATE:																	
LOCAL CARTAGE	.6	.2	-	-	-	.2	-	-	-	.1	-	.1	-	.2	-	-	-
FOR HIRE DAILY RENTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOT REPORTED	.4	.2	.1	-	-	-	-	-	-	-	-	-	-	-	-	.2	-
PRODUCTS CARRIED																	
FARM PRODUCTS	5.8	.6	5.5	-	-	-	-	-	.1	.1	-	-	-	-	-	-	-
LIVE ANIMALS	.7	.2	.4	-	-	-	-	.1	-	-	-	-	-	.2	-	-	-
MINING PRODUCTS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
LOGS AND OTHER FOREST PRODUCTS	.7	.2	-	.4	-	-	-	-	-	-	-	-	-	.2	-	-	-
PROCESSED FOODS	1.4	.3	-	-	-	-	.1	.7	.4	.2	-	-	-	-	-	-	-
TEXTILE MILL PRODUCTS	.4	.2	-	-	-	-	.3	-	-	-	-	.1	-	-	-	-	-
BUILDING MATERIALS	4.5	.5	-	-	-	3.3	.1	.2	.3	-	-	.2	-	.2	-	-	-
HOUSEHOLD GOODS	.8	.2	-	-	-	-	-	-	-	.2	-	-	-	.5	-	-	-
FURNITURE OR HARDWARE	.5	.2	-	-	-	-	-	-	.4	-	-	.1	-	-	-	-	-
PAPER PRODUCTS	.4	.2	-	-	-	-	-	-	.2	.1	-	-	-	-	-	-	-
CHEMICALS	.7	.1	.1	-	-	-	.3	.1	-	.1	-	.1	-	-	-	-	-
PETROLEUM	1.0	.2	-	-	-	-	-	.1	.4	.2	.1	.1	-	-	-	-	-
PRIMARY METAL PRODUCTS	.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FABRICATED METAL PRODUCTS	.3	.1	-	-	-	-	.1	.1	-	-	-	-	-	-	-	-	-
MACHINERY, EXCEPT ELECTRICAL	.4	.1	-	-	-	-	-	-	-	.1	-	.1	-	-	-	-	-
ELECTRICAL MACHINERY	.8	.2	-	-	-	-	.1	-	.1	-	-	.5	-	-	-	-	-
TRANSPORTATION EQUIPMENT	1.0	.2	-	-	-	-	-	.2	-	.5	-	.2	-	-	-	-	-
SCRAP, REFUSE, OR GARBAGE	2.1	.4	.2	-	-	-	-	.1	.1	-	-	.9	-	.7	-	-	-
MIXED CARGOES	4.5	.4	.3	-	-	.1	.1	-	.3	2.9	-	-	-	.6	.1	-	-
CRAFTSMAN'S EQUIPMENT	5.1	.7	-	-	-	1.6	.3	-	.3	-	.2	1.9	-	.8	-	-	-
SPECIAL EQUIPMENT	.6	.2	-	-	-	.1	-	-	-	-	.3	.2	-	-	-	-	-
PERSONAL TRANSPORTATION	29.8	1.1	.3	-	-	.2	-	-	.1	-	.1	.2	-	28.9	-	-	-
OTHER	.8	.3	-	-	-	-	.1	-	.2	-	-	.2	-	.1	.1	-	-
NOT REPORTED	.6	.2	-	-	-	-	-	-	-	-	-	-	-	-	-	.6	-
HAZARDOUS MATERIALS CARRIED																	
HAZARDOUS MATERIALS CARRIED	3.8	.3	-	-	-	.1	.3	.1	.3	2.7	.1	.1	-	.1	-	-	-
LESS THAN 25 PERCENT OF TIME	2.6	.1	-	-	-	-	.1	-	-	2.4	-	-	-	-	-	-	-
25 TO 49 PERCENT OF TIME	.3	.1	-	-	-	.1	.2	-	-	-	-	-	-	-	-	-	-
50 TO 74 PERCENT OF TIME	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
75 TO 100 PERCENT OF TIME	.8	.2	-	-	-	-	-	.1	.3	.2	.1	.1	-	-	-	-	-
NO PERCENT REPORTED	.2	.1	-	-	-	-	-	-	-	-	-	-	-	.1	-	-	-
NO HAZARDOUS MATERIAL CARRIED	50.7	.8	5.7	.4	.1	4.8	1.3	1.5	2.5	1.7	.7	4.2	-	27.3	.3	.2	-
NOT REPORTED	8.1	.8	1.3	-	-	.4	-	.2	.1	.2	-	.6	-	4.8	-	.4	-
TRUCK FLEET SIZE[3]																	
1	43.3	.9	3.6	.2	-	1.5	.4	.7	1.2	2.3	-	1.6	-	31.0	.1	.5	-
2 TO 5	10.5	.8	2.3	.2	-	1.9	.3	.7	1.1	.4	.1	2.2	-	1.1	-	-	-
6 TO 19	4.5	.5	.7	-	-	1.0	.3	.3	.4	.6	-	1.0	-	.1	-	-	-
20 OR MORE	4.5	.4	.4	-	-	.9	.7	.1	.2	1.4	.6	.1	-	-	.1	-	-
MILES PER GALLON																	
LESS THAN 5	5.6	.2	.6	-	-	.7	.6	.3	.3	2.7	-	.3	-	-	-	-	-
5 TO 6.9	3.3	.3	.4	-	-	.4	.3	.2	.5	1.3	-	.2	-	-	-	-	-
7 TO 8.9	4.0	.5	1.0	-	-	.6	.1	.3	.3	.1	.2	.4	-	.9	-	-	-
9 TO 11.9	10.9	.9	1.4	.1	-	1.4	.3	.6	.3	.4	.3	.9	-	4.9	.1	-	-
12 TO 14.9	17.2	1.1	1.7	-	-	1.4	.1	.3	.7	-	.1	1.8	-	10.9	.1	.1	-
15 TO 19.9	14.6	1.0	1.6	-	-	.6	.2	-	.6	-	.1	1.1	-	10.3	-	.1	-
20 OR MORE	3.6	.6	-	.2	-	-	-	.1	-	-	-	.1	-	3.2	-	-	-
NOT REPORTED	3.4	.5	.3	-	-	.3	-	-	.1	-	-	.2	-	2.1	-	.3	-

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Table 3. **Trucks by Major Use: 1977**—Con.

(THOUSANDS)

VEHICULAR AND OPERATIONAL CHARACTERISTICS	TOTAL TRUCKS	STANDARD ERROR	MAJOR USE: AGRICULTURE	FORESTRY AND LUMBERING	MINING AND QUARRYING	CONSTRUCTION	MANUFACTURING	WHOLESALE TRADE	RETAIL TRADE	FOR HIRE TRANSPORTATION	UTILITIES	SERVICES	DAILY RENTAL	PERSONAL TRANSPORTATION	OTHER	NOT IN USE	NOT REPORTED
EQUIPMENT TYPE																	
TRANSMISSION:																	
MANUAL	40.6	1.1	5.1	.3	.1	3.8	1.1	1.4	1.5	4.6	.6	4.0	-	18.0	.2	.1	-
AUTOMATIC	20.2	1.1	1.8	.1	-	1.4	.4	.4	1.4	-	.2	.8	-	13.4	.1	.1	-
SEMIAUTOMATIC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOT REPORTED	1.8	.4	.1	-	-	.2	.1	-	-	-	-	.1	-	.8	-	.4	-
BRAKING SYSTEM:																	
HYDRAULIC[4]	47.3	.8	5.5	.4	-	3.8	.7	1.5	2.2	.6	.7	3.8	-	27.8	.3	.1	-
AIR	7.4	.2	.6	.1	-	.8	.7	.2	.3	3.9	.1	.3	-	.1	-	-	-
OTHER[4]	5.7	.7	.5	-	-	.6	.2	-	.4	.2	-	.6	-	3.1	-	-	-
NOT REPORTED	2.3	.5	.3	-	-	.2	-	-	-	-	-	.2	-	1.2	-	.4	-
ANTI-WHEEL-LOCK DEVICE[2]	4.7	.5	.5	-	-	.7	.3	.1	.1	.7	-	.3	-	1.8	-	-	-
POWER STEERING[2]	22.1	1.1	2.5	.1	-	2.2	.8	.7	1.4	1.1	.1	.9	-	12.1	-	-	-
AIR CONDITIONING[2]	8.2	.8	.6	-	-	.4	.3	.2	.5	.6	-	.1	-	5.3	-	-	-
FUEL CONSERVATION EQUIPMENT[2]																	
RADIAL TIRES	11.2	.8	.8	-	-	.6	.4	-	.4	2.4	-	.2	-	6.2	-	-	-
DRAG REDUCTION DEVICES	1.8	.2	-	-	-	-	-	-	-	1.5	-	-	-	.2	-	-	-
VARIABLE SPEED FAN	6.0	.6	.5	-	-	.4	.1	.1	.2	1.1	-	.2	-	3.3	-	-	-
FUEL EFFICIENT ENGINE	6.1	.6	.3	-	-	.2	.2	.1	.3	1.9	-	.4	-	2.6	-	-	-
AXLE OR DRIVE RATIO CHANGE	3.6	.3	.9	.1	-	.7	.1	.3	.3	.2	.1	.4	-	.5	-	-	-
NOT REPORTED	42.3	1.0	4.8	.3	-	3.7	1.1	1.4	1.8	1.4	.8	3.9	-	22.2	.3	.6	-
MAINTENANCE[2]																	
MAINTENANCE PERFORMED ON--																	
ENGINE	11.3	.8	1.1	.2	-	.7	.5	.4	.6	1.3	.3	1.1	-	5.1	-	-	-
TRANSMISSION	6.0	.6	.3	-	-	.8	.1	.2	.5	.7	.2	.8	-	2.5	-	-	-
BRAKING SYSTEM	13.1	.9	.6	-	-	1.3	.4	.5	1.1	1.9	.2	1.6	-	5.2	.1	-	-
REAR AXLE AND DIFFERENTIAL	3.7	.4	.1	-	-	.3	.2	.1	.3	.6	-	.3	-	1.7	-	-	-
NONE OF THE ABOVE	34.3	1.1	4.2	.2	-	2.8	.9	.9	1.1	1.3	.3	2.6	-	19.9	-	.1	-
NOT REPORTED	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MAINTENANCE PERFORMED BY[5]--																	
SELF OR OWN REPAIR SHOP	12.9	.8	1.1	.2	-	1.1	.4	.3	.4	2.4	.3	1.0	-	5.8	-	-	-
TRUCK DEALER	4.1	.5	.3	-	-	.2	.3	.3	.5	.4	.1	.4	-	1.6	.1	-	-
FACTORY BRANCH	.8	.2	-	-	-	.2	-	-	-	.2	-	.1	-	.2	-	-	-
LEASING COMPANY	.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
INDEPENDENT GARAGE	8.4	.8	.9	.1	-	.7	.1	.4	.8	.2	.1	1.2	-	3.9	-	-	-
OTHER	1.4	.2	-	-	-	-	-	-	-	-	-	.1	-	1.0	.1	-	-
NOT REPORTED	35.6	1.1	4.7	.1	-	3.1	.9	.8	1.2	1.5	.3	2.3	-	20.0	-	.6	-
ENGINE TYPE AND SIZE																	
ENGINE:																	
GASOLINE	56.8	.2	6.7	.4	-	4.8	1.0	1.6	2.7	.8	.8	4.8	-	32.3	.3	.6	-
DIESEL	5.9	.2	.2	-	-	.5	.6	.2	.2	3.9	-	.1	-	-	-	-	-
LPG OR OTHER	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOT REPORTED	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CYLINDERS:																	
4	4.4	.6	.1	.2	-	.1	-	.1	-	-	.1	-	-	3.6	.1	-	-
6	22.6	1.1	2.6	.1	-	1.3	.5	.7	1.1	2.4	.2	3.0	-	10.6	-	-	-
8	35.2	1.1	4.2	.2	-	4.0	1.1	1.0	1.8	2.2	.5	1.9	-	18.0	.2	.1	-
OTHER	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOT REPORTED	.6	.2	-	-	-	-	-	-	-	-	-	-	-	.1	-	.4	-
CUBIC INCH DISPLACEMENT:																	
GASOLINE ENGINES																	
LESS THAN 200	2.3	.4	-	.2	-	.1	-	-	.1	-	.1	.1	-	1.7	-	-	-
200 TO 299	10.0	.8	1.2	-	-	.6	-	.2	.3	.1	.1	1.6	-	5.7	-	.1	-
300 TO 349	10.4	.9	.6	-	-	.9	.3	.2	.3	.1	.2	1.0	-	6.8	-	-	-
350 TO 399	15.6	1.0	1.9	.1	-	2.1	.3	.6	.6	.1	.4	.5	-	8.8	.1	-	-
400 OR MORE	1.8	.3	.2	-	-	.2	-	-	.1	.3	-	.1	-	.7	-	-	-
NOT REPORTED	16.6	1.0	2.8	-	-	.8	.4	.5	1.3	.1	-	1.5	-	8.6	.1	.4	-

SEE FOOTNOTES AT END OF TABLE.

Table 3. **Trucks by Major Use: 1977**—Con.

(THOUSANDS)

VEHICULAR AND OPERATIONAL CHARACTERISTICS	TOTAL TRUCKS	STANDARD ERROR	MAJOR USE: AGRICULTURE	FORESTRY AND LUMBERING	MINING AND QUARRYING	CONSTRUCTION	MANUFACTURING	WHOLESALE TRADE	RETAIL TRADE	FOR HIRE TRANSPORTATION	UTILITIES	SERVICES	DAILY RENTAL	PERSONAL TRANSPORTATION	OTHER	NOT IN USE	NOT REPORTED
ENGINE TYPE AND SIZE--CON.																	
CUBIC INCH DISPLACEMENT--CON.																	
DIESEL ENGINES																	
LESS THAN 400	.2	-	-	-	-	-	-	-	.1	-	-	-	-	-	-	-	-
400 TO 599	2.5	.1	.1	-	-	.1	.3	.1	-	1.9	-	-	-	-	-	-	-
600 TO 799	1.5	.1	-	-	-	.3	.1	-	-	1.0	-	-	-	-	-	-	-
800 OR MORE	.8	.1	-	-	-	-	.1	-	-	.5	-	-	-	-	-	-	-
NOT REPORTED	.8	.1	.1	-	-	.1	-	-	-	.4	-	-	-	-	-	-	-
OTHER ENGINES																	
LESS THAN 400	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
400 OR MORE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOT REPORTED	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TRUCK TYPE AND AXLE ARRANGEMENT																	
SINGLE-UNIT TRUCKS:																	
2 AXLES	56.3	.2	6.7	.4	-	4.7	.9	1.5	2.8	.6	.8	4.7	-	32.3	.3	.6	-
3 AXLES	.8	.1	-	-	-	.5	.1	-	-	-	-	.1	-	-	-	-	-
OTHER	.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TRUCK-TRACTOR COMBINATIONS:																	
SINGLE TRAILERS																	
3 AXLES	.1	-	-	-	-	-	-	-	-	.1	-	-	-	-	-	-	-
4 AXLES	1.1	.1	.1	-	-	.1	.1	-	-	.6	-	-	-	-	-	-	-
5 AXLES	4.2	.2	.1	-	-	.1	.5	.1	-	3.2	-	-	-	-	-	-	-
6 AXLES	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
OTHER	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
DOUBLE TRAILERS																	
5 AXLES	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6 AXLES	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
OTHER	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TRIPLE TRAILERS																	
7 AXLES	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
OTHER	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TRAILER NOT SPECIFIED	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
POWERED AXLES:																	
1	53.0	.7	6.1	.3	-	4.6	1.0	1.6	2.8	3.0	.8	4.6	-	27.3	.3	.6	-
2	7.7	.6	.6	.1	-	.7	.6	.2	.1	1.6	-	.1	-	3.6	-	-	-
3	.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOT REPORTED	1.9	.4	.2	-	-	-	-	-	.1	-	-	.2	-	1.3	-	-	-
CAB TYPE[6]																	
CAB FORWARD OF ENGINE	.3	.1	-	-	-	-	-	.1	-	.1	-	-	-	-	-	-	-
CAB OVER ENGINE	2.0	.1	.1	-	-	-	.4	.1	.1	1.1	-	.1	-	-	-	-	-
SHORT HOOD CONVENTIONAL	3.0	.2	.8	-	-	.3	.2	.2	.2	.9	-	.3	-	-	-	-	-
MEDIUM HOOD CONVENTIONAL	5.3	.3	1.2	-	-	.9	.2	.4	.4	1.0	.3	.6	-	-	-	-	-
LONG HOOD CONVENTIONAL	3.1	.2	.9	-	-	.5	.1	-	.1	1.2	.1	.2	-	-	-	-	-
OTHER	.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOT REPORTED	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CAB WITH SLEEPER UNIT	1.4	.1	.1	-	-	-	.4	.1	-	.8	-	-	-	-	-	-	-

SEE FOOTNOTES AT END OF TABLE.

Table 3. **Trucks by Major Use: 1977**—Con.

(THOUSANDS)

VEHICULAR AND OPERATIONAL CHARACTERISTICS	TOTAL TRUCKS	STANDARD ERROR	MAJOR USE: AGRICULTURE	FORESTRY AND LUMBERING	MINING AND QUARRYING	CONSTRUCTION	MANUFACTURING	WHOLESALE TRADE	RETAIL TRADE	FOR HIRE TRANSPORTATION	UTILITIES	SERVICES	DAILY RENTAL	PERSONAL TRANSPORTATION	OTHER	NOT IN USE	NOT REPORTED
PICKUPS, PANELS, VANS, MULTISTOPS, OR WALK-INS																	
TOTAL	48.9	.4	3.9	.3	-	3.6	.7	1.0	2.1	.3	.4	3.7	-	32.2	.2	.5	-
PICKUPS	34.7	1.0	3.7	.3	-	2.7	.4	.3	.8	-	.2	1.5	-	24.1	.2	.4	-
PANELS OR VANS	13.2	1.0	.2	-	-	.9	.3	.5	.8	.1	.1	2.1	-	7.9	-	.1	-
MULTISTOPS OR WALK-INS	1.1	.3	-	-	-	-	-	.1	.4	.2	.1	-	-	.2	-	-	-
DRIVING WHEELS[1]																	
4-WHEEL DRIVE	4.3	.6	.3	.1	-	.1	.1	-	-	.1	-	-	-	3.6	-	-	-
2-WHEEL DRIVE	37.1	1.0	2.6	.2	-	3.1	.6	.8	1.7	.2	.4	3.2	-	24.1	.1	.1	-
NOT REPORTED	7.4	.8	1.0	-	-	.4	-	.1	.4	-	-	.5	-	4.5	.1	.4	-
AXLES ON VEHICLE[1]																	
2	39.9	.9	2.5	.3	-	2.8	.7	.7	1.8	.3	.3	3.1	-	27.1	.1	.1	-
3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOT REPORTED	9.0	.9	1.3	-	-	.8	-	.2	.3	-	.1	.6	-	5.1	.1	.4	-
CAMPER BODY OR SPECIAL CAMPING EQUIPMENT[1]																	
SLIDE-IN CAMPER	.8	.3	.1	-	-	-	-	-	-	-	-	-	-	.7	-	-	-
PICKUP SHELL COVER	8.5	.8	.3	.3	-	.6	-	-	-	-	-	.1	-	7.1	-	-	-
CAMPER BODY	.4	.2	-	-	-	.1	-	-	-	-	-	-	-	.3	-	-	-
NOT REPORTED	39.2	.9	3.5	-	-	2.9	.7	1.0	2.1	.3	.4	3.6	-	24.0	.2	.5	-

NOTE: DATA RELATE TO STATE OF REGISTRATION, WHICH IN MOST CASES IS BASE OF OPERATION; HOWEVER, SOME TRUCKS REGISTERED IN A GIVEN STATE ARE ACTUALLY BASED IN ANOTHER STATE BECAUSE THEY OPERATE INTERSTATE OR THEIR OPERATORS HAVE MOVED TO ANOTHER STATE. DETAILED FIGURES MAY NOT ADD TO TOTALS BECAUSE OF ROUNDING. STANDARD ERROR IS AN ACTUAL NUMBER; FOR DISCUSSION OF PROPER USE AND INTERPRETATION, SEE INTRODUCTION.

- ESTIMATE IS LESS THAN 50 TRUCKS.

[1] WHEN NO RESPONSE WAS OBTAINED FOR ANNUAL MILES, DATA WERE IMPUTED.
[2] DETAIL DOES NOT ADD TO TOTALS BECAUSE ITEMS WERE NOT APPLICABLE OR MULTIPLE RESPONSES WERE POSSIBLE.
[3] WHEN NO RESPONSE WAS OBTAINED, ONE TRUCK WAS IMPUTED BASED ON BODY TYPE OF SAMPLED VEHICLE.
[4] BECAUSE SOME "LIGHT" TRUCK RESPONDENTS WERE UNFAMILIAR WITH BRAKING SYSTEM TERMINOLOGY, A LARGE PROPORTION OF DATA FOR "OTHER" SHOULD BE FOR "HYDRAULIC" (E.G., DATA ON POWER ASSISTED BRAKES, DISC BRAKES, VACUUM-HYDRAULIC, ETC.).
[5] DATA RELATE ONLY TO SPECIFIED EQUIPMENT ON WHICH MAINTENANCE WAS PERFORMED.
[6] PICKUPS, PANELS, VANS, AND MULTISTOPS ARE NOT INCLUDED.

Table 4. **Trucks by Size: 1977**—Con.

(THOUSANDS)

VEHICULAR AND OPERATIONAL CHARACTERISTICS	TOTAL TRUCKS	STANDARD ERROR	VEHICLE SIZE: LIGHT	MEDIUM	LIGHT-HEAVY	HEAVY-HEAVY
TOTAL TRUCKS	62.7	-	49.9	3.1	2.1	7.5
STANDARD ERROR	-	-	.3	.3	.1	.2
MAJOR USE						
AGRICULTURE	7.0	.6	4.5	1.0	.6	.8
FORESTRY AND LUMBERING	.4	.2	.3	-	-	.1
MINING AND QUARRYING	.1	-	-	-	-	-
CONSTRUCTION	5.4	.6	3.8	.5	.3	.8
MANUFACTURING	1.7	.3	.7	-	.1	.8
WHOLESALE TRADE	1.8	.3	1.0	.2	.3	.3
RETAIL TRADE	2.9	.5	2.1	.2	.2	.3
FOR HIRE TRANSPORTATION	4.6	.3	.4	.1	.1	4.0
UTILITIES	.8	.2	.6	.1	.1	-
SERVICES	4.9	.6	3.9	.5	.3	.2
DAILY RENTAL	-	-	-	-	-	-
PERSONAL TRANSPORTATION	32.3	1.1	31.8	.5	-	-
OTHER	.3	.1	.2	-	-	-
NOT IN USE	.6	.2	.5	-	-	-
NOT REPORTED	-	-	-	-	-	-
BODY TYPE						
PICKUP	34.7	1.0	34.3	.4	-	-
PANEL OR VAN	13.2	1.0	12.7	.4	-	-
MULTISTOP OR WALK-IN	1.1	.3	1.0	.1	-	-
PLATFORM WITH ADDED DEVICES	1.2	.1	.1	.5	.3	.3
LOW BOY OR DEPRESSED CENTER	.1	-	-	-	-	.1
OTHER PLATFORM	2.9	.3	.8	.7	.6	.7
CATTLE RACK	.3	.1	.2	-	-	-
INSULATED NONREFRIGERATED VAN	.2	-	-	-	-	.2
INSULATED REFRIGERATED VAN	.4	.1	-	-	-	.4
FURNITURE VAN	.2	-	-	.1	-	.1
OPEN TOP VAN	.1	-	-	-	-	.1
OTHER ENCLOSED VANS	3.7	.2	-	.1	.2	3.3
BEVERAGE	.1	-	-	-	-	.1
UTILITY	.5	.2	.4	.1	-	-
WINCH OR CRANE	.1	-	-	-	-	-
WRECKER	.4	.1	.2	.1	-	-
POLE OR LOGGING	.1	-	-	-	-	-
AUTO TRANSPORT	.5	.1	-	-	-	.5
BOAT TRANSPORT	-	-	-	-	-	-
MOBILE HOME PULLER	-	-	-	-	-	-
GARBAGE HAULER:						
FRONT LOADER	-	-	-	-	-	-
REAR LOADER	.2	-	-	-	.1	.1
ROLL OFF	-	-	-	-	-	-
NOT SPECIFIED	-	-	-	-	-	-
DUMP	1.5	.1	.2	.3	.3	.6
TANK FOR LIQUIDS	1.0	.1	-	.1	.2	.7
TANK FOR DRY BULK	.1	-	-	-	-	.1
CONCRETE MIXER:						
FRONT DISCHARGER	-	-	-	-	-	-
REAR DISCHARGER	.2	-	-	-	-	.2
NOT SPECIFIED	-	-	-	-	-	-
OTHER	-	-	-	-	-	-
NOT REPORTED	-	-	-	-	-	-
ANNUAL MILES[1]						
LESS THAN 5,000	14.1	.9	11.0	1.4	.9	.8
5,000 TO 9,999	14.1	1.0	12.2	.7	.5	.7
10,000 TO 19,999	23.6	1.1	21.4	.8	.4	1.0
20,000 TO 29,999	5.1	.6	4.1	.2	.1	.6
30,000 TO 49,999	1.8	.3	1.1	-	.1	.6
50,000 TO 74,999	.7	.1	-	-	-	.7
75,000 OR MORE	3.2	.2	.1	-	-	3.1
RANGE OF OPERATION						
LOCAL	50.7	.7	44.2	2.5	1.7	2.2
SHORT RANGE (200 MILES OR LESS)	5.6	.6	3.4	.4	.2	1.7
LONG RANGE (MORE THAN 200 MILES)	4.1	.3	.6	-	-	3.5
OFF-THE-ROAD	1.6	.3	1.1	.2	.1	.2
NOT REPORTED	.6	.2	.6	-	-	-
BASE OF OPERATION						
PERCENTAGE OF MILES TRAVELED IN BASE-OF-OPERATION STATE:						
LESS THAN 25 PERCENT	4.2	.4	1.0	.1	-	3.0
25 TO 49 PERCENT	3.0	.4	1.6	-	-	1.3
50 TO 74 PERCENT	7.8	.7	6.1	.3	.3	1.1
75 TO 100 PERCENT	47.6	.9	41.2	2.7	1.6	2.1
NOT REPORTED	.1	-	-	-	-	-

SEE FOOTNOTES AT END OF TABLE.

Table 4. **Trucks by Size: 1977**—Con.

(THOUSANDS)

VEHICULAR AND OPERATIONAL CHARACTERISTICS	TOTAL TRUCKS	STANDARD ERROR	VEHICLE SIZE: LIGHT	MEDIUM	LIGHT-HEAVY	HEAVY-HEAVY
GROSS WEIGHT						
6,000 OR LESS	42.7	.8	42.7	-	-	-
6,001 TO 10,000	7.3	.8	7.3	-	-	-
10,001 TO 14,000	1.6	.3	-	1.6	-	-
14,001 TO 16,000	.7	.2	-	.7	-	-
16,001 TO 19,500	.8	.1	-	.8	-	-
19,501 TO 26,000	2.1	.1	-	-	2.1	-
26,001 TO 33,000	1.5	.1	-	-	-	1.5
33,001 TO 40,000	.3	.1	-	-	-	.3
40,001 TO 50,000	.4	.1	-	-	-	.4
50,001 TO 60,000	.8	.1	-	-	-	.8
60,001 TO 80,000	4.5	.2	-	-	-	4.5
80,001 TO 100,000	-	-	-	-	-	-
100,001 TO 130,000	-	-	-	-	-	-
130,001 AND OVER	-	-	-	-	-	-
NOT REPORTED	-	-	-	-	-	-
YEAR MODEL						
1978	-	-	-	-	-	-
1977	4.0	.6	3.3	-	-	.6
1976	6.2	.7	5.5	-	.1	.5
1975	5.0	.6	4.2	.1	.1	.7
1974	5.9	.6	4.2	.3	.2	1.3
1973	6.7	.7	5.4	.2	.1	.9
1972	5.8	.7	4.4	.4	.2	.9
1971	3.6	.5	2.8	.2	.1	.5
1970	3.9	.6	3.3	.1	.1	.4
1969	4.5	.6	3.8	.1	.1	.4
1968	3.5	.5	2.9	.2	.1	.2
1967	3.2	.5	2.6	.1	.2	.3
PRE-1967	10.4	.8	7.6	1.3	.7	.8
NOT REPORTED	.1	.1	.1	-	-	-
VEHICLE ACQUISITION						
PURCHASED NEW	33.7	1.1	25.9	1.3	1.1	5.3
PURCHASED USED	27.6	1.1	23.0	1.8	1.0	2.0
LEASED FROM SOMEONE ELSE	.4	.1	.2	-	-	.1
LEASED TO SOMEONE ELSE	1.9	.2	.5	-	.1	1.3
NOT REPORTED	1.0	.3	.8	-	-	.1
LEASE CHARACTERISTICS[2]						
LEASED WITHOUT DRIVER	1.2	.2	.5	-	-	.6
LEASED WITH DRIVER	.9	.1	.1	-	.1	.7
LESSEE:						
PRIVATE	2.3	.3	.7	-	.1	1.4
GOVERNMENT	-	-	-	-	-	-
LENGTH OF LEASE:						
LESS THAN 30 DAYS	.3	.1	-	-	.1	.2
30 DAYS TO 1 YEAR	.7	.2	.3	-	-	.4
1 TO 3 YEARS	.4	.2	.3	-	-	.1
MORE THAN 3 YEARS	.7	.1	.1	-	-	.5
PROVISIONS OF LEASE:						
FINANCING	.4	.1	.1	-	-	.3
MAINTENANCE	.5	.1	-	-	-	.4
PROCUREMENT AND SALE	.2	-	-	-	-	.2
OPERATOR CLASSIFICATION						
NOT FOR HIRE:						
PRIVATE OWNER OR INDIVIDUAL	57.2	.3	49.2	3.0	1.9	3.1
FOR HIRE INTERSTATE:						
EXEMPT CARRIER	.4	.1	-	-	-	.3
CONTRACT CARRIER	.7	.1	-	-	-	.7
COMMON CARRIER	3.5	.2	.2	-	.1	3.2
FOR HIRE INTRASTATE:						
LOCAL CARTAGE	.6	.2	.2	.1	.1	.2
FOR HIRE DAILY RENTAL	-	-	-	-	-	-
NOT REPORTED	.4	.2	.3	-	-	-
PRODUCTS CARRIED						
FARM PRODUCTS	5.8	.6	3.5	.8	.6	.8
LIVE ANIMALS	.7	.2	.6	-	-	.1
MINING PRODUCTS	-	-	-	-	-	-
LOGS AND OTHER FOREST PRODUCTS	.7	.2	.5	-	-	.1
PROCESSED FOODS	1.4	.3	.7	.1	.1	.4
TEXTILE MILL PRODUCTS	.4	.2	.3	-	-	.1
BUILDING MATERIALS	4.5	.5	2.8	.4	.3	.9
HOUSEHOLD GOODS	.8	.2	.6	-	-	.1
FURNITURE OR HARDWARE	.5	.2	.4	.1	-	-
PAPER PRODUCTS	.4	.2	.3	-	-	.1
CHEMICALS	.7	.1	.2	-	-	.4
PETROLEUM	1.0	.2	.2	.1	.2	.5
PRIMARY METAL PRODUCTS	.1	-	-	-	-	-
FABRICATED METAL PRODUCTS	.3	.1	.1	-	-	.1
MACHINERY, EXCEPT ELECTRICAL	.4	.1	.2	-	-	.1
ELECTRICAL MACHINERY	.8	.2	.5	.1	-	.1
TRANSPORTATION EQUIPMENT	1.0	.2	.3	.1	.1	.5
SCRAP, REFUSE, OR GARBAGE	2.1	.4	1.4	.2	.2	.2
MIXED CARGOES	4.5	.4	1.5	.1	.1	2.8
CRAFTSMAN'S EQUIPMENT	5.1	.7	4.8	.2	-	-
SPECIAL EQUIPMENT	.6	.2	.3	.2	.1	.1
PERSONAL TRANSPORTATION	29.8	1.1	29.4	.4	-	-
OTHER	.8	.3	.7	-	-	-
NOT REPORTED	.6	.2	.5	-	-	-

SEE FOOTNOTES AT END OF TABLE.

Table 4. **Trucks by Size: 1977**—Con.

(THOUSANDS)

VEHICULAR AND OPERATIONAL CHARACTERISTICS	TOTAL TRUCKS	STANDARD ERROR	VEHICLE SIZE: LIGHT	MEDIUM	LIGHT-HEAVY	HEAVY-HEAVY
HAZARDOUS MATERIALS CARRIED						
HAZARDOUS MATERIALS CARRIED	3.8	.3	.4	-	.2	3.2
LESS THAN 25 PERCENT OF TIME	2.6	.1	-	-	-	2.5
25 TO 49 PERCENT OF TIME	.3	.1	.1	-	-	.2
50 TO 74 PERCENT OF TIME	-	-	-	-	-	-
75 TO 100 PERCENT OF TIME	.8	.2	.2	-	.1	.4
NO PERCENT REPORTED	.2	.1	.1	-	-	-
NO HAZARDOUS MATERIAL CARRIED	50.7	.8	42.3	2.7	1.7	4.0
NOT REPORTED	8.1	.8	7.3	.3	.2	.3
TRUCK FLEET SIZE[3]						
1	43.3	.9	39.0	1.0	.6	2.6
2 TO 5	10.5	.8	7.4	1.3	.7	1.0
6 TO 19	4.5	.5	2.0	.6	.5	1.4
20 OR MORE	4.5	.4	1.5	.3	.2	2.5
MILES PER GALLON						
LESS THAN 5	5.6	.2	.1	.3	.7	4.6
5 TO 6.9	3.3	.3	.6	.4	.3	2.0
7 TO 8.9	4.0	.5	2.0	.8	.5	.6
9 TO 11.9	10.9	.9	9.6	.8	.4	.2
12 TO 14.9	17.2	1.1	16.7	.5	-	-
15 TO 19.9	14.6	1.0	14.5	.1	-	-
20 OR MORE	3.6	.6	3.5	.1	-	-
NOT REPORTED	3.4	.5	3.0	.1	.1	.1
EQUIPMENT TYPE						
TRANSMISSION:						
MANUAL	40.6	1.1	28.5	2.8	1.9	7.4
AUTOMATIC	20.2	1.1	19.8	.3	-	.1
SEMIAUTOMATIC	-	-	-	-	-	-
NOT REPORTED	1.8	.4	1.7	-	.1	.1
BRAKING SYSTEM:						
HYDRAULIC[4]	47.3	.8	42.3	2.5	1.4	1.0
AIR	7.4	.2	.2	.3	.5	6.4
OTHER[4]	5.7	.7	5.4	.1	.1	.1
NOT REPORTED	2.3	.5	2.1	.1	.1	-
ANTI-WHEEL-LOCK DEVICE[2]	4.7	.5	3.0	.1	.2	1.4
POWER STEERING[2]	22.1	1.1	17.7	.6	.9	2.9
AIR CONDITIONING[2]	8.2	.8	6.9	.1	-	1.1
FUEL CONSERVATION EQUIPMENT[2]						
RADIAL TIRES	11.2	.8	8.1	.1	.1	3.0
DRAG REDUCTION DEVICES	1.8	.2	.2	-	-	1.6
VARIABLE SPEED FAN	6.0	.6	4.5	.1	-	1.5
FUEL EFFICIENT ENGINE	6.1	.6	3.6	.1	.1	2.2
AXLE OR DRIVE RATIO CHANGE	3.6	.3	.9	.6	.8	1.3
NOT REPORTED	42.3	1.0	36.0	2.3	1.1	2.8
MAINTENANCE[2]						
MAINTENANCE PERFORMED ON--						
ENGINE	11.3	.8	8.3	.5	.4	2.1
TRANSMISSION	6.0	.6	4.3	.4	.2	1.1
BRAKING SYSTEM	13.1	.9	8.8	1.0	.5	2.7
REAR AXLE AND DIFFERENTIAL	3.7	.4	2.3	.2	.1	1.1
NONE OF THE ABOVE	34.3	1.1	29.3	1.5	1.1	2.4
NOT REPORTED	-	-	-	-	-	-
MAINTENANCE PERFORMED BY[5]--						
SELF OR OWN REPAIR SHOP	12.9	.8	8.3	.8	.6	3.2
TRUCK DEALER	4.1	.5	2.8	.3	.2	.9
FACTORY BRANCH	.8	.2	.4	.1	-	.2
LEASING COMPANY	.1	-	-	-	-	.1
INDEPENDENT GARAGE	8.4	.8	7.1	.5	.2	.5
OTHER	1.4	.2	1.2	.1	-	-
NOT REPORTED	35.6	1.1	30.3	1.5	1.0	2.8
ENGINE TYPE AND SIZE						
ENGINE:						
GASOLINE	56.8	.2	49.9	3.1	1.9	1.8
DIESEL	5.9	.2	-	-	.1	5.7
LPG OR OTHER	-	-	-	-	-	-
NOT REPORTED	-	-	-	-	-	-
CYLINDERS:						
4	4.4	.6	4.2	.1	-	-
6	22.6	1.1	17.0	1.3	.6	3.7
8	35.2	1.1	28.3	1.7	1.5	3.8
OTHER	-	-	-	-	-	-
NOT REPORTED	.6	.2	.5	-	-	-
CUBIC INCH DISPLACEMENT:						
GASOLINE ENGINES						
LESS THAN 200	2.3	.4	2.3	-	-	-
200 TO 299	10.0	.8	9.0	.7	.1	.1
300 TO 349	10.4	.9	9.2	.5	.4	.3
350 TO 399	15.6	1.0	13.8	.7	.6	.5
400 OR MORE	1.8	.3	1.0	.1	.2	.5
NOT REPORTED	16.6	1.0	14.5	1.1	.6	.4

SEE FOOTNOTES AT END OF TABLE.

Table 4. **Trucks by Size: 1977**—Con.

(THOUSANDS)

VEHICULAR AND OPERATIONAL CHARACTERISTICS	TOTAL TRUCKS	STANDARD ERROR	VEHICLE SIZE: LIGHT	MEDIUM	LIGHT-HEAVY	HEAVY-HEAVY
ENGINE TYPE AND SIZE--CON.						
CUBIC INCH DISPLACEMENT--CON.						
DIESEL ENGINES						
LESS THAN 400	.2	-	-	-	-	.2
400 TO 599	2.5	.1	-	-	-	2.5
600 TO 799	1.5	.1	-	-	-	1.5
800 OR MORE	.8	.1	-	-	-	.8
NOT REPORTED	.8	.1	-	-	.1	.7
OTHER ENGINES						
LESS THAN 400	-	-	-	-	-	-
400 OR MORE	-	-	-	-	-	-
NOT REPORTED	-	-	-	-	-	-
TRUCK TYPE AND AXLE ARRANGEMENT						
SINGLE-UNIT TRUCKS:						
2 AXLES	56.3	.2	49.9	3.1	1.9	1.4
3 AXLES	.8	.1	-	-	.1	.7
OTHER	.1	-	-	-	-	-
TRUCK-TRACTOR COMBINATIONS:						
SINGLE TRAILERS						
3 AXLES	.1	-	-	-	-	.1
4 AXLES	1.1	.1	-	-	-	1.0
5 AXLES	4.2	.2	-	-	-	4.1
6 AXLES	-	-	-	-	-	-
OTHER	-	-	-	-	-	-
DOUBLE TRAILERS						
5 AXLES	-	-	-	-	-	-
6 AXLES	-	-	-	-	-	-
OTHER	-	-	-	-	-	-
TRIPLE TRAILERS						
7 AXLES	-	-	-	-	-	-
OTHER	-	-	-	-	-	-
TRAILER NOT SPECIFIED	-	-	-	-	-	-
POWERED AXLES:						
1	53.0	.7	43.8	2.9	1.9	4.4
2	7.7	.6	4.4	.1	.1	3.1
3	.1	-	-	-	-	.1
4	-	-	-	-	-	-
NOT REPORTED	1.9	.4	1.7	.1	-	-
CAB TYPE[6]						
CAB FORWARD OF ENGINE	.3	.1	-	-	.1	.2
CAB OVER ENGINE	2.0	.1	-	-	.1	1.8
SHORT HOOD CONVENTIONAL	3.0	.2	.4	.5	.5	1.6
MEDIUM HOOD CONVENTIONAL	5.3	.3	1.2	1.0	1.0	2.1
LONG HOOD CONVENTIONAL	3.1	.2	.5	.6	.3	1.8
OTHER	.1	-	-	-	-	-
NOT REPORTED	-	-	-	-	-	-
CAB WITH SLEEPER UNIT	1.4	.1	-	-	-	1.4
PICKUPS, PANELS, VANS, MULTISTOPS, OR WALK-INS						
TOTAL	48.9	.4	47.9	.9	-	-
PICKUPS	34.7	1.0	34.3	.4	-	-
PANELS OR VANS	13.2	1.0	12.7	.4	-	-
MULTISTOPS OR WALK-INS	1.1	.3	1.0	.1	-	-
DRIVING WHEELS:						
4-WHEEL DRIVE	4.3	.6	4.3	-	-	-
2-WHEEL DRIVE	37.1	1.0	36.3	.8	-	-
NOT REPORTED	7.4	.8	7.2	.1	-	-
AXLES ON VEHICLE:						
2	39.9	.9	39.1	.8	-	-
3	-	-	-	-	-	-
NOT REPORTED	9.0	.9	8.8	.1	-	-
CAMPER BODY OR SPECIAL CAMPING EQUIPMENT:						
SLIDE-IN CAMPER	.8	.3	.8	-	-	-
PICKUP SHELL COVER	8.5	.8	8.4	.1	-	-
CAMPER BODY	.4	.2	.4	-	-	-
NOT REPORTED	39.2	.9	38.3	.8	-	-

NOTE: DATA RELATE TO STATE OF REGISTRATION, WHICH IN MOST CASES IS BASE OF OPERATION; HOWEVER, SOME TRUCKS REGISTERED IN A GIVEN STATE ARE ACTUALLY BASED IN ANOTHER STATE BECAUSE THEY OPERATE INTERSTATE OR THEIR OPERATORS HAVE MOVED TO ANOTHER STATE. DETAILED FIGURES MAY NOT ADD TO TOTALS BECAUSE OF ROUNDING. STANDARD ERROR IS AN ACTUAL NUMBER; FOR DISCUSSION OF PROPER USE AND INTERPRETATION, SEE INTRODUCTION.

- ESTIMATE IS LESS THAN 50 TRUCKS.

[1] WHEN NO RESPONSE WAS OBTAINED FOR ANNUAL MILES, DATA WERE IMPUTED.
[2] DETAIL DOES NOT ADD TO TOTALS BECAUSE ITEMS WERE NOT APPLICABLE OR MULTIPLE RESPONSES WERE POSSIBLE.
[3] WHEN NO RESPONSE WAS OBTAINED, ONE TRUCK WAS IMPUTED BASED ON BODY TYPE OF SAMPLED VEHICLE.
[4] BECAUSE SOME "LIGHT" TRUCK RESPONDENTS WERE UNFAMILIAR WITH BRAKING SYSTEM TERMINOLOGY, A LARGE PROPORTION OF DATA FOR "OTHER" SHOULD BE FOR "HYDRAULIC" (E.G., DATA ON POWER ASSISTED BRAKES, DISC BRAKES, VACUUM-HYDRAULIC, ETC.).
[5] DATA RELATE ONLY TO SPECIFIED EQUIPMENT ON WHICH MAINTENANCE WAS PERFORMED.
[6] PICKUPS, PANELS, VANS, AND MULTISTOPS ARE NOT INCLUDED.

Table 5. **Trucks by Annual Miles: 1977**—Con.

(THOUSANDS)

VEHICULAR AND OPERATIONAL CHARACTERISTICS	TOTAL TRUCKS	STANDARD ERROR	ANNUAL MILES[1] LESS THAN 5,000	5,000 TO 9,999	10,000 TO 19,999	20,000 TO 29,999	30,000 TO 49,999	50,000 TO 74,999	75,000 OR MORE
TOTAL TRUCKS	62.7	-	14.1	14.1	23.6	5.1	1.8	.7	3.2
STANDARD ERROR	-	-	.9	1.0	1.1	.6	.3	.1	.2
MAJOR USE									
AGRICULTURE	7.0	.6	3.5	1.3	1.9	.1	-	-	-
FORESTRY AND LUMBERING	.4	.2	.1	-	.1	.1	-	-	-
MINING AND QUARRYING	.1	-	-	-	-	-	-	-	-
CONSTRUCTION	5.4	.6	.7	1.2	2.2	.7	.4	-	-
MANUFACTURING	1.7	.3	.1	.1	.7	.2	.1	.1	.4
WHOLESALE TRADE	1.8	.3	.2	.3	.8	.3	.1	-	.1
RETAIL TRADE	2.9	.5	.5	.3	1.6	.4	.2	-	-
FOR HIRE TRANSPORTATION	4.6	.3	.2	.3	.4	.2	.4	.4	2.7
UTILITIES	.8	.2	.2	.3	.2	.1	-	-	-
SERVICES	4.9	.6	1.2	1.2	1.8	.5	.2	-	-
DAILY RENTAL	-	-	-	-	-	-	-	-	-
PERSONAL TRANSPORTATION	32.3	1.1	6.7	8.9	13.9	2.3	.4	-	-
OTHER	.3	.1	.2	-	.1	-	-	-	-
NOT IN USE	.6	.2	.6	-	-	-	-	-	-
NOT REPORTED	-	-	-	-	-	-	-	-	-
BODY TYPE									
PICKUP	34.7	1.0	8.2	8.9	14.2	2.7	.7	-	-
PANEL OR VAN	13.2	1.0	1.5	2.9	7.0	1.3	.4	-	-
MULTISTOP OR WALK-IN	1.1	.3	.3	.3	.4	.1	-	-	-
PLATFORM WITH ADDED DEVICES	1.2	.1	.7	.2	.2	.1	-	-	-
LOW BOY OR DEPRESSED CENTER	.1	-	-	-	-	-	-	-	-
OTHER PLATFORM	2.9	.3	1.9	.4	.2	.1	.1	-	.2
CATTLE RACK	.3	.1	.1	.1	-	-	-	-	-
INSULATED NONREFRIGERATED VAN	.2	-	-	-	-	-	-	-	.1
INSULATED REFRIGERATED VAN	.4	.1	-	-	-	-	.1	-	.2
FURNITURE VAN	.2	-	-	-	-	-	-	-	-
OPEN TOP VAN	.1	-	-	-	-	-	-	-	.1
OTHER ENCLOSED VANS	3.7	.2	.1	.3	.4	.2	.1	.3	2.3
BEVERAGE	.1	-	-	-	.1	-	-	-	-
UTILITY	.5	.2	-	.3	.1	.1	-	-	-
WINCH OR CRANE	.1	-	-	-	-	-	-	-	-
WRECKER	.4	.1	.2	-	.1	-	-	-	-
POLE OR LOGGING	.1	-	-	-	-	-	-	-	-
AUTO TRANSPORT	.5	.1	-	-	-	-	.1	.1	.2
BOAT TRANSPORT	-	-	-	-	-	-	-	-	-
MOBILE HOME PULLER	-	-	-	-	-	-	-	-	-
GARBAGE HAULER:									
FRONT LOADER	-	-	-	-	-	-	-	-	-
REAR LOADER	.2	-	-	-	.1	-	-	-	-
ROLL OFF	-	-	-	-	-	-	-	-	-
NOT SPECIFIED	-	-	-	-	-	-	-	-	-
DUMP	1.5	.1	.6	.4	.2	.1	.1	-	-
TANK FOR LIQUIDS	1.0	.1	.2	.1	.2	.1	.1	.1	.1
TANK FOR DRY BULK	.1	-	-	-	-	-	-	-	-
CONCRETE MIXER:									
FRONT DISCHARGER	-	-	-	-	-	-	-	-	-
REAR DISCHARGER	.2	-	-	-	-	-	-	-	-
NOT SPECIFIED	-	-	-	-	-	-	-	-	-
OTHER	-	-	-	-	-	-	-	-	-
NOT REPORTED	-	-	-	-	-	-	-	-	-
RANGE OF OPERATION									
LOCAL	50.7	.7	12.4	12.7	20.4	4.0	1.0	.1	.1
SHORT RANGE (200 MILES OR LESS)	5.6	.6	.4	.9	2.5	.7	.6	.3	.3
LONG RANGE (MORE THAN 200 MILES)	4.1	.3	-	-	.4	.3	.2	.3	2.8
OFF-THE-ROAD	1.6	.3	.8	.4	.3	-	-	-	-
NOT REPORTED	.6	.2	.5	.1	-	-	-	-	-
BASE OF OPERATION									
PERCENTAGE OF MILES TRAVELED IN BASE-OF-OPERATION STATE:									
LESS THAN 25 PERCENT	4.2	.4	.2	.1	.6	.4	.1	.3	2.4
25 TO 49 PERCENT	3.0	.4	.4	.3	.9	.2	.4	.2	.6
50 TO 74 PERCENT	7.8	.7	.9	1.3	4.3	.9	.3	.1	.1
75 TO 100 PERCENT	47.6	.9	12.6	12.4	17.9	3.6	.9	-	.1
NOT REPORTED	.1	-	.1	-	-	-	-	-	-
VEHICLE SIZE									
LIGHT	49.9	.3	11.0	12.2	21.4	4.1	1.1	-	.1
MEDIUM	3.1	.3	1.4	.7	.8	.2	-	-	-
LIGHT-HEAVY	2.1	.1	.9	.5	.4	.1	.1	-	-
HEAVY-HEAVY	7.5	.2	.8	.7	1.0	.6	.6	.7	3.1

SEE FOOTNOTES AT END OF TABLE.

Table 5. **Trucks by Annual Miles: 1977**—Con.

(THOUSANDS)

VEHICULAR AND OPERATIONAL CHARACTERISTICS	TOTAL TRUCKS	STANDARD ERROR	ANNUAL MILES[1] LESS THAN 5,000	5,000 TO 9,999	10,000 TO 19,999	20,000 TO 29,999	30,000 TO 49,999	50,000 TO 74,999	75,000 OR MORE
GROSS WEIGHT									
6,000 OR LESS	42.7	.8	9.8	10.5	18.0	3.6	.8	-	-
6,001 TO 10,000	7.3	.6	1.2	1.7	3.4	.5	.3	-	-
10,001 TO 14,000	1.6	.3	.5	.3	.6	.2	-	-	.1
14,001 TO 16,000	.7	.2	.5	.1	-	-	-	-	-
16,001 TO 19,500	.8	.1	.4	.2	.1	-	-	-	-
19,501 TO 26,000	2.1	.1	.9	.5	.4	.1	.1	-	-
26,001 TO 33,000	1.5	.1	.5	.3	.3	.2	.1	-	-
33,001 TO 40,000	.3	.1	.1	-	.1	-	-	-	.2
40,001 TO 50,000	.4	.1	-	.1	.1	-	-	-	-
50,001 TO 60,000	.8	.1	-	.1	.2	.1	.1	.1	.1
60,001 TO 80,000	4.5	.2	.1	.3	.4	.3	.3	.5	2.6
80,001 TO 100,000	-	-	-	-	-	-	-	-	-
100,001 TO 130,000	-	-	-	-	-	-	-	-	-
130,001 AND OVER	-	-	-	-	-	-	-	-	-
NOT REPORTED	-	-	-	-	-	-	-	-	-
YEAR MODEL									
1978	-	-	-	-	-	-	-	-	-
1977	4.0	.6	.1	.7	2.4	.2	.2	-	.4
1976	6.2	.7	.2	1.0	3.8	.6	.2	-	.4
1975	5.0	.6	.5	1.2	1.7	.6	.5	.1	.4
1974	5.9	.6	.4	1.4	2.4	.7	.1	.2	.7
1973	6.7	.7	1.0	1.0	3.5	.5	.2	.1	.4
1972	5.8	.7	1.0	.8	3.0	.6	.1	.1	.3
1971	3.6	.5	.7	1.1	.9	.6	-	-	.2
1970	3.9	.6	.6	1.2	1.5	.3	.1	-	.1
1969	4.5	.6	1.0	1.3	1.7	.4	.1	-	-
1968	3.5	.5	1.1	1.3	.6	.3	.1	-	-
1967	3.2	.5	1.2	1.1	.6	-	.1	-	-
PRE-1967	10.4	.8	6.3	2.2	1.6	.2	.1	-	-
NOT REPORTED	.1	.1	.1	-	-	-	-	-	-
VEHICLE ACQUISITION									
PURCHASED NEW	33.7	1.1	4.1	7.2	14.4	3.2	1.4	.5	2.9
PURCHASED USED	27.6	1.1	9.8	6.6	8.7	1.8	.3	.2	.2
LEASED FROM SOMEONE ELSE	.4	.1	-	-	.3	-	-	-	-
LEASED TO SOMEONE ELSE	1.9	.2	.1	.3	.4	.2	.2	.2	.6
NOT REPORTED	1.0	.3	.3	.3	.2	.1	-	-	.1
LEASE CHARACTERISTICS[2]									
LEASED WITHOUT DRIVER	1.2	.2	-	.2	.3	.1	.1	.1	.4
LEASED WITH DRIVER	.9	.1	-	.1	.2	.1	.2	.1	.2
LESSEE:									
PRIVATE	2.3	.3	.1	.3	.6	.2	.3	.2	.6
GOVERNMENT	-	-	-	-	-	-	-	-	-
LENGTH OF LEASE:									
LESS THAN 30 DAYS	.3	.1	-	-	.1	-	-	-	-
30 DAYS TO 1 YEAR	.7	.2	-	.1	.1	.1	.1	-	.3
1 TO 3 YEARS	.4	.2	-	-	.3	-	-	-	-
MORE THAN 3 YEARS	.7	.1	-	.1	.1	-	.1	.1	.3
PROVISIONS OF LEASE:									
FINANCING	.4	.1	-	-	.2	-	-	.1	.1
MAINTENANCE	.5	.1	-	-	-	-	-	.1	.2
PROCUREMENT AND SALE	.2	-	-	-	-	-	-	-	.1
OPERATOR CLASSIFICATION									
NOT FOR HIRE:									
PRIVATE OWNER OR INDIVIDUAL	57.2	.3	13.6	13.6	23.0	4.7	1.5	.3	.5
FOR HIRE INTERSTATE:									
EXEMPT CARRIER	.4	.1	-	-	-	-	.1	-	.1
CONTRACT CARRIER	.7	.1	-	-	-	-	.1	.1	.4
COMMON CARRIER	3.5	.2	.1	.3	.3	.1	.1	.3	2.2
FOR HIRE INTRASTATE:									
LOCAL CARTAGE	.6	.2	.1	.2	.1	.1	-	-	-
FOR HIRE DAILY RENTAL	-	-	-	-	-	-	-	-	-
NOT REPORTED	.4	.2	.3	-	.1	-	-	-	-
PRODUCTS CARRIED									
FARM PRODUCTS	5.8	.6	2.9	1.2	1.4	.1	.1	-	.1
LIVE ANIMALS	.7	.2	-	.2	.3	-	.1	-	-
MINING PRODUCTS	-	-	-	-	-	-	-	-	-
LOGS AND OTHER FOREST PRODUCTS	.7	.2	.1	.1	.1	.2	-	-	-
PROCESSED FOODS	1.4	.3	.1	.2	.6	.1	.1	-	.1
TEXTILE MILL PRODUCTS	.4	.2	-	.1	.2	.1	-	-	-
BUILDING MATERIALS	4.5	.5	.9	1.1	1.4	.6	.4	-	.1
HOUSEHOLD GOODS	.8	.2	-	.3	.3	-	-	-	-
FURNITURE OR HARDWARE	.5	.2	-	-	.4	-	-	-	-
PAPER PRODUCTS	.4	.2	-	.1	.1	-	.1	-	-
CHEMICALS	.7	.1	.1	.2	.1	-	.1	.1	.1
PETROLEUM	1.0	.2	.1	.1	.3	.2	-	.1	.1
PRIMARY METAL PRODUCTS	.1	-	-	-	-	-	-	-	-
FABRICATED METAL PRODUCTS	.3	.1	-	-	.1	-	-	-	.1
MACHINERY, EXCEPT ELECTRICAL	.4	.1	-	.2	-	-	-	-	.1
ELECTRICAL MACHINERY	.8	.2	.2	.1	.4	-	-	-	.1
TRANSPORTATION EQUIPMENT	1.0	.2	.1	-	.3	.2	.1	.1	.2
SCRAP, REFUSE, OR GARBAGE	2.1	.4	1.0	.3	.7	.1	-	-	-
MIXED CARGOES	4.5	.4	.5	.4	1.1	.2	-	.1	2.1
CRAFTSMAN'S EQUIPMENT	5.1	.7	.7	1.0	2.2	.9	.2	-	-
SPECIAL EQUIPMENT	.6	.2	.3	.2	.1	-	-	-	-
PERSONAL TRANSPORTATION	29.8	1.1	6.3	8.1	13.1	2.0	.3	-	-
OTHER	.8	.3	.2	.2	.2	.1	.1	-	-
NOT REPORTED	.6	.2	.6	-	-	-	-	-	-

SEE FOOTNOTES AT END OF TABLE.

Table 5. **Trucks by Annual Miles: 1977**—Con.

(THOUSANDS)

VEHICULAR AND OPERATIONAL CHARACTERISTICS	TOTAL TRUCKS	STANDARD ERROR	ANNUAL MILES[1] LESS THAN 5,000	5,000 TO 9,999	10,000 TO 19,999	20,000 TO 29,999	30,000 TO 49,999	50,000 TO 74,999	75,000 OR MORE
HAZARDOUS MATERIALS CARRIED									
HAZARDOUS MATERIALS CARRIED	3.8	.3	.1	.3	.5	.4	.1	.2	2.2
LESS THAN 25 PERCENT OF TIME	2.6	.1	-	.1	.2	.1	-	.1	2.1
25 TO 49 PERCENT OF TIME	.3	.1	-	-	-	.1	-	.1	.1
50 TO 74 PERCENT OF TIME	-	-	-	-	-	-	-	-	-
75 TO 100 PERCENT OF TIME	.8	.2	.1	.1	.3	.2	-	.1	.1
NO PERCENT REPORTED	.2	.1	-	.1	-	-	-	-	-
NO HAZARDOUS MATERIAL CARRIED	50.7	.8	11.3	11.7	20.4	4.4	1.6	.4	.9
NOT REPORTED	8.1	.8	2.7	2.0	2.8	.3	.2	-	.1
TRUCK FLEET SIZE[3]									
1	43.3	.9	10.0	10.5	17.0	3.0	.7	.2	1.9
2 TO 5	10.5	.8	2.6	1.9	3.6	1.4	.6	.1	.1
6 TO 19	4.5	.5	1.1	.8	1.6	.4	.3	.1	.4
20 OR MORE	4.5	.4	.5	1.0	1.3	.3	.3	.3	.8
MILES PER GALLON									
LESS THAN 5	5.6	.2	.7	.7	.9	.3	.4	.5	2.1
5 TO 6.9	3.3	.3	.4	.5	.7	.4	.2	.1	1.0
7 TO 8.9	4.0	.5	1.6	.6	1.0	.6	.1	-	-
9 TO 11.9	10.9	.9	2.4	2.4	4.8	.9	.3	-	.1
12 TO 14.9	17.2	1.1	3.3	4.0	8.3	1.1	.5	-	-
15 TO 19.9	14.6	1.0	3.6	3.5	6.0	1.5	.1	-	-
20 OR MORE	3.6	.6	.8	1.6	.8	.2	.1	-	-
NOT REPORTED	3.4	.5	1.3	.8	1.2	.1	-	-	-
EQUIPMENT TYPE									
TRANSMISSION:									
MANUAL	40.6	1.1	10.8	9.7	12.0	3.0	1.3	.7	3.2
AUTOMATIC	20.2	1.1	2.7	3.8	11.2	2.1	.4	-	-
SEMIAUTOMATIC	-	-	-	-	-	-	-	-	-
NOT REPORTED	1.8	.4	.6	.7	.4	-	.1	-	-
BRAKING SYSTEM:									
HYDRAULIC[4]	47.3	.8	11.1	11.9	19.5	3.6	.9	-	.3
AIR	7.4	.2	.9	.7	1.0	.5	.6	.7	2.9
OTHER[4]	5.7	.7	1.1	1.1	2.4	.9	.2	-	-
NOT REPORTED	2.3	.5	1.0	.4	.7	.1	.1	-	-
ANTI-WHEEL-LOCK DEVICE[2]	4.7	.5	.7	.6	1.5	.7	.4	.1	.8
POWER STEERING[2]	22.1	1.1	2.5	3.9	11.4	2.5	.8	.4	.7
AIR CONDITIONING[2]	8.2	.8	.7	1.1	4.6	.6	.3	.3	.6
FUEL CONSERVATION EQUIPMENT[2]									
RADIAL TIRES	11.2	.8	.6	1.7	5.1	.9	.5	.2	2.2
DRAG REDUCTION DEVICES	1.8	.2	-	.1	.1	-	-	.1	1.5
VARIABLE SPEED FAN	6.0	.6	.3	.9	2.9	.6	.2	.1	1.0
FUEL EFFICIENT ENGINE	6.1	.6	.8	.7	2.2	.5	.1	.1	1.8
AXLE OR DRIVE RATIO CHANGE	3.6	.3	1.2	.6	.9	.4	.2	.1	.2
NOT REPORTED	42.3	1.0	11.3	11.0	14.8	3.1	1.0	.3	.7
MAINTENANCE[2]									
MAINTENANCE PERFORMED ON--									
ENGINE	11.3	.8	2.2	3.0	3.5	1.0	.5	.2	1.0
TRANSMISSION	6.0	.6	.6	1.3	2.3	.7	.4	.1	.5
BRAKING SYSTEM	13.1	.9	1.7	2.4	4.6	1.8	.8	.2	1.5
REAR AXLE AND DIFFERENTIAL	3.7	.4	.3	.8	1.5	.3	.2	.1	.5
NONE OF THE ABOVE	34.3	1.1	8.9	7.7	13.6	2.5	.6	.2	.7
NOT REPORTED	-	-	-	-	-	-	-	-	-
MAINTENANCE PERFORMED BY[5]--									
SELF OR OWN REPAIR SHOP	12.9	.8	2.6	2.8	3.5	1.4	.5	.3	1.8
TRUCK DEALER	4.1	.5	.4	.5	1.9	.5	.4	.1	.3
FACTORY BRANCH	.8	.2	-	-	.5	.1	-	-	.1
LEASING COMPANY	.1	-	-	-	-	-	-	-	-
INDEPENDENT GARAGE	8.4	.8	1.6	2.0	3.4	.9	.3	.1	.1
OTHER	1.4	.2	.5	.2	.6	-	-	-	-
NOT REPORTED	35.6	1.1	9.0	8.6	13.8	2.3	.6	.3	1.0
ENGINE TYPE AND SIZE									
ENGINE:									
GASOLINE	56.8	.2	13.8	13.7	23.0	4.7	1.3	.1	.1
DIESEL	5.9	.2	.3	.4	.6	.4	.5	.7	3.1
LPG OR OTHER	-	-	-	-	-	-	-	-	-
NOT REPORTED	-	-	-	-	-	-	-	-	-
CYLINDERS:									
4	4.4	.6	1.0	1.6	1.3	.3	.1	-	-
6	22.6	1.1	6.6	5.4	6.6	1.2	.8	.4	1.6
8	35.2	1.1	6.0	7.0	15.7	3.6	.9	.3	1.6
OTHER	-	-	-	-	-	-	-	-	-
NOT REPORTED	.6	.2	.5	-	-	-	-	-	-
CUBIC INCH DISPLACEMENT:									
GASOLINE ENGINES									
LESS THAN 200	2.3	.4	.5	.9	.7	.1	.1	-	-
200 TO 299	10.0	.8	3.5	2.9	3.0	.3	.2	-	-
300 TO 349	10.4	.9	1.6	2.3	5.1	1.0	.3	-	-
350 TO 399	15.6	1.0	2.0	2.8	8.6	1.8	.4	-	-
400 OR MORE	1.8	.3	.2	.5	.7	.2	.1	-	.1
NOT REPORTED	16.6	1.0	5.9	4.2	4.9	1.3	.2	-	-

SEE FOOTNOTES AT END OF TABLE.

Table 5. **Trucks by Annual Miles: 1977**—Con.

(THOUSANDS)

VEHICULAR AND OPERATIONAL CHARACTERISTICS	TOTAL TRUCKS	STANDARD ERROR	ANNUAL MILES[1] LESS THAN 5,000	5,000 TO 9,999	10,000 TO 19,999	20,000 TO 29,999	30,000 TO 49,999	50,000 TO 74,999	75,000 OR MORE
ENGINE TYPE AND SIZE--CON.									
CUBIC INCH DISPLACEMENT--CON.									
DIESEL ENGINES									
LESS THAN 400	.2	-	-	-	.1	-	-	-	-
400 TO 599	2.5	.1	.1	-	.2	.1	.1	.3	1.8
600 TO 799	1.5	.1	.1	.2	.2	.1	.1	.1	.7
800 OR MORE	.8	.1	-	-	-	.1	.1	.1	.4
NOT REPORTED	.8	.1	.1	.1	.1	.1	.1	.1	.2
OTHER ENGINES									
LESS THAN 400	-	-	-	-	-	-	-	-	-
400 OR MORE	-	-	-	-	-	-	-	-	-
NOT REPORTED	-	-	-	-	-	-	-	-	-
TRUCK TYPE AND AXLE ARRANGEMENT									
SINGLE-UNIT TRUCKS:									
2 AXLES	56.3	.2	13.7	13.6	22.9	4.7	1.3	.1	.1
3 AXLES	.8	.1	.1	.2	.2	.1	-	.1	.1
OTHER	.1	-	-	-	-	-	-	-	-
TRUCK-TRACTOR COMBINATIONS:									
SINGLE TRAILERS									
3 AXLES	.1	-	-	-	-	-	-	-	-
4 AXLES	1.1	.1	.1	.2	.3	.1	.1	.1	.1
5 AXLES	4.2	.2	.1	.1	.2	.1	.4	.4	2.9
6 AXLES	-	-	-	-	-	-	-	-	-
OTHER	-	-	-	-	-	-	-	-	-
DOUBLE TRAILERS									
5 AXLES	-	-	-	-	-	-	-	-	-
6 AXLES	-	-	-	-	-	-	-	-	-
OTHER	-	-	-	-	-	-	-	-	-
TRIPLE TRAILERS									
7 AXLES	-	-	-	-	-	-	-	-	-
OTHER	-	-	-	-	-	-	-	-	-
TRAILER NOT SPECIFIED	-	-	-	-	-	-	-	-	-
POWERED AXLES:									
1	53.0	.7	12.4	12.4	20.5	4.3	1.3	.3	1.8
2	7.7	.6	1.3	1.2	2.1	.7	.5	.4	1.4
3	.1	-	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-	-	-
NOT REPORTED	1.9	.4	.4	.5	.9	.1	-	-	-
CAB TYPE[6]									
CAB FORWARD OF ENGINE	.3	.1	.1	-	.1	-	-	-	-
CAB OVER ENGINE	2.0	.1	.1	.2	.2	.1	.2	.4	.8
SHORT HOOD CONVENTIONAL	3.0	.2	1.0	.4	.5	.2	.2	.2	.5
MEDIUM HOOD CONVENTIONAL	5.3	.3	1.8	1.2	.8	.5	.2	.1	.7
LONG HOOD CONVENTIONAL	3.1	.2	1.2	.3	.3	-	.1	.1	1.1
OTHER	.1	-	-	-	-	-	-	-	-
NOT REPORTED	-	-	-	-	-	-	-	-	-
CAB WITH SLEEPER UNIT	1.4	.1	.1	-	-	-	.2	.3	.7
PICKUPS, PANELS, VANS, MULTISTOPS, OR WALK-INS									
TOTAL	48.9	.4	10.0	12.0	21.6	4.2	1.1	-	-
PICKUPS	34.7	1.0	8.2	8.9	14.2	2.7	.7	-	-
PANELS OR VANS	13.2	1.0	1.5	2.9	7.0	1.3	.4	-	-
MULTISTOPS OR WALK-INS	1.1	.3	.3	.3	.4	.1	-	-	-
DRIVING WHEELS:									
4-WHEEL DRIVE	4.3	.6	.9	.9	1.8	.5	.2	-	-
2-WHEEL DRIVE	37.1	1.0	6.9	9.3	16.7	3.4	.7	-	-
NOT REPORTED	7.4	.8	2.1	1.7	3.1	.2	.2	-	-
AXLES ON VEHICLE:									
2	39.9	.9	7.2	9.9	18.2	3.6	.9	-	-
3	-	-	-	-	-	-	-	-	-
NOT REPORTED	9.0	.9	2.8	2.0	3.4	.5	.2	-	-
CAMPER BODY OR SPECIAL CAMPING EQUIPMENT:									
SLIDE-IN CAMPER	.8	.3	-	.4	.4	-	-	-	-
PICKUP SHELL COVER	8.5	.8	.8	2.5	3.9	.9	.3	-	-
CAMPER BODY	.4	.2	-	.2	.2	-	-	-	-
NOT REPORTED	39.2	.9	9.1	8.9	17.1	3.3	.8	-	-

NOTE: DATA RELATE TO STATE OF REGISTRATION, WHICH IN MOST CASES IS BASE OF OPERATION; HOWEVER, SOME TRUCKS REGISTERED IN A GIVEN STATE ARE ACTUALLY BASED IN ANOTHER STATE BECAUSE THEY OPERATE INTERSTATE OR THEIR OPERATORS HAVE MOVED TO ANOTHER STATE. DETAILED FIGURES MAY NOT ADD TO TOTALS BECAUSE OF ROUNDING. STANDARD ERROR IS AN ACTUAL NUMBER; FOR DISCUSSION OF PROPER USE AND INTERPRETATION, SEE INTRODUCTION.

- ESTIMATE IS LESS THAN 50 TRUCKS.

[1] WHEN NO RESPONSE WAS OBTAINED FOR ANNUAL MILES, DATA WERE IMPUTED.
[2] DETAIL DOES NOT ADD TO TOTALS BECAUSE ITEMS WERE NOT APPLICABLE OR MULTIPLE RESPONSES WERE POSSIBLE.
[3] WHEN NO RESPONSE WAS OBTAINED, ONE TRUCK WAS IMPUTED BASED ON BODY TYPE OF SAMPLED VEHICLE.
[4] BECAUSE SOME "LIGHT" TRUCK RESPONDENTS WERE UNFAMILIAR WITH BRAKING SYSTEM TERMINOLOGY, A LARGE PROPORTION OF DATA FOR "OTHER" SHOULD BE FOR "HYDRAULIC" (E.G., DATA ON POWER ASSISTED BRAKES, DISC BRAKES, VACUUM-HYDRAULIC, ETC.).
[5] DATA RELATE ONLY TO SPECIFIED EQUIPMENT ON WHICH MAINTENANCE WAS PERFORMED.
[6] PICKUPS, PANELS, VANS, AND MULTISTOPS ARE NOT INCLUDED.

Table 6. **Trucks by Range of Operations: 1977**—Con.

(THOUSANDS)

VEHICULAR AND OPERATIONAL CHARACTERISTICS	TOTAL TRUCKS	STANDARD ERROR	RANGE OF OPERATION: LOCAL	SHORT RANGE	LONG RANGE	OFF THE ROAD
TOTAL TRUCKS	62.7	-	50.7	5.6	4.1	2.3
STANDARD ERROR	-	-	.7	.6	.3	.4
MAJOR USE						
AGRICULTURE	7.0	.6	5.7	.4	-	.9
FORESTRY AND LUMBERING	.4	.2	.3	.2	-	-
MINING AND QUARRYING	.1	-	-	-	-	-
CONSTRUCTION	5.4	.6	4.3	.7	-	.3
MANUFACTURING	1.7	.3	.9	.3	.3	.2
WHOLESALE TRADE	1.8	.3	1.3	.4	-	-
RETAIL TRADE	2.9	.5	2.8	.1	-	-
FOR HIRE TRANSPORTATION	4.6	.3	.6	.8	3.2	-
UTILITIES	.8	.2	.8	-	-	-
SERVICES	4.9	.6	4.4	.5	-	-
DAILY RENTAL	-	-	-	-	-	-
PERSONAL TRANSPORTATION	32.3	1.1	29.2	2.2	.5	.3
OTHER	.3	.1	.3	-	-	-
NOT IN USE	.6	.2	-	-	-	.5
NOT REPORTED	-	-	-	-	-	-
BODY TYPE						
PICKUP	34.7	1.0	30.4	2.5	.4	1.3
PANEL OR VAN	13.2	1.0	12.2	.8	.1	.1
MULTISTOP OR WALK-IN	1.1	.3	1.0	.1	-	-
PLATFORM WITH ADDED DEVICES	1.2	.1	.9	.2	-	.1
LOW BOY OR DEPRESSED CENTER	.1	-	.1	-	-	-
OTHER PLATFORM	2.9	.3	2.0	.3	.2	.4
CATTLE RACK	.3	.1	.2	-	-	-
INSULATED NONREFRIGERATED VAN	.2	-	.1	-	.1	-
INSULATED REFRIGERATED VAN	.4	.1	.1	.1	.3	-
FURNITURE VAN	.2	-	.1	-	.1	-
OPEN TOP VAN	.1	-	-	-	.1	-
OTHER ENCLOSED VANS	3.7	.2	.6	.8	2.3	-
BEVERAGE	.1	-	.1	-	-	-
UTILITY	.5	.2	.4	.1	-	-
WINCH OR CRANE	.1	-	.1	-	-	-
WRECKER	.4	.1	.3	-	-	-
POLE OR LOGGING	.1	-	-	-	-	-
AUTO TRANSPORT	.5	.1	-	.1	.4	-
BOAT TRANSPORT	-	-	-	-	-	-
MOBILE HOME PULLER	-	-	-	-	-	-
GARBAGE HAULER:						
FRONT LOADER	-	-	-	-	-	-
REAR LOADER	.2	-	.1	-	-	-
ROLL OFF	-	-	-	-	-	-
NOT SPECIFIED	-	-	-	-	-	-
DUMP	1.5	.1	1.1	.2	-	.2
TANK FOR LIQUIDS	1.0	.1	.6	.2	.2	-
TANK FOR DRY BULK	.1	-	-	-	-	-
CONCRETE MIXER:						
FRONT DISCHARGER	-	-	-	-	-	-
REAR DISCHARGER	.2	-	.2	-	-	-
NOT SPECIFIED	-	-	-	-	-	-
OTHER	-	-	-	-	-	-
NOT REPORTED	-	-	-	-	-	-
ANNUAL MILES[1]						
LESS THAN 5,000	14.1	.9	12.4	.4	-	1.3
5,000 TO 9,999	14.1	1.0	12.7	.9	-	.5
10,000 TO 19,999	23.6	1.1	20.4	2.5	.4	.3
20,000 TO 29,999	5.1	.6	4.0	.7	.3	-
30,000 TO 49,999	1.8	.3	1.0	.6	.2	-
50,000 TO 74,999	.7	.1	.1	.3	.3	-
75,000 OR MORE	3.2	.2	.1	.3	2.8	-
BASE OF OPERATION						
PERCENTAGE OF MILES TRAVELED IN BASE-OF-OPERATION STATE:						
LESS THAN 25 PERCENT	4.2	.4	.5	.8	2.9	-
25 TO 49 PERCENT	3.0	.4	.6	1.5	.9	-
50 TO 74 PERCENT	7.8	.7	5.7	1.7	.2	.2
75 TO 100 PERCENT	47.6	.9	43.9	1.5	.1	2.1
NOT REPORTED	.1	-	-	-	-	-
VEHICLE SIZE						
LIGHT	49.9	.3	44.2	3.4	.6	1.7
MEDIUM	3.1	.3	2.5	.4	-	.2
LIGHT-HEAVY	2.1	.1	1.7	.2	-	.1
HEAVY-HEAVY	7.5	.2	2.2	1.7	3.5	.2

SEE FOOTNOTES AT END OF TABLE.

Table 6. **Trucks by Range of Operations: 1977**—Con.

(THOUSANDS)

VEHICULAR AND OPERATIONAL CHARACTERISTICS	TOTAL TRUCKS	STANDARD ERROR	RANGE OF OPERATION: LOCAL	SHORT RANGE	LONG RANGE	OFF THE ROAD
GROSS WEIGHT						
6,000 OR LESS	42.7	.8	38.6	2.3	.3	1.4
6,001 TO 10,000	7.3	.8	5.6	1.0	.3	.3
10,001 TO 14,000	1.6	.3	1.3	.3	-	.1
14,001 TO 16,000	.7	.2	.7	-	-	-
16,001 TO 19,500	.8	.1	.6	.1	-	.1
19,501 TO 26,000	2.1	.1	1.7	.2	-	.1
26,001 TO 33,000	1.5	.1	1.0	.4	.2	.1
33,001 TO 40,000	.3	.1	.1	.1	-	-
40,001 TO 50,000	.4	.1	.2	.1	.1	-
50,001 TO 60,000	.8	.1	.2	.3	.2	-
60,001 TO 80,000	4.5	.2	.7	.8	3.0	-
80,001 TO 100,000	-	-	-	-	-	-
100,001 TO 130,000	-	-	-	-	-	-
130,001 AND OVER	-	-	-	-	-	-
NOT REPORTED	-	-	-	-	-	-
YEAR MODEL						
1978	-	-	-	-	-	-
1977	4.0	.6	2.8	.6	.4	.1
1976	6.2	.7	5.3	.3	.6	-
1975	5.0	.6	4.0	.5	.4	.1
1974	5.9	.6	4.2	.7	.9	.1
1973	6.7	.7	5.5	.5	.7	.1
1972	5.8	.7	4.0	1.1	.5	.2
1971	3.6	.5	2.9	.4	.2	.1
1970	3.9	.6	3.3	.2	.2	.2
1969	4.5	.6	3.9	.5	.1	-
1968	3.5	.5	3.0	.3	-	.2
1967	3.2	.5	2.9	.2	.1	-
PRE-1967	10.4	.8	8.8	.5	-	1.1
NOT REPORTED	.1	.1	.1	-	-	-
VEHICLE ACQUISITION						
PURCHASED NEW	33.7	1.1	25.7	3.8	3.4	.7
PURCHASED USED	27.6	1.1	24.1	1.7	.6	1.3
LEASED FROM SOMEONE ELSE	.4	.1	.3	-	-	-
LEASED TO SOMEONE ELSE	1.9	.2	.6	.5	.8	.1
NOT REPORTED	1.0	.3	.6	.1	.1	.2
LEASE CHARACTERISTICS[2]						
LEASED WITHOUT DRIVER	1.2	.2	.6	.2	.4	-
LEASED WITH DRIVER	.9	.1	.2	.3	.4	-
LESSEE:						
PRIVATE	2.3	.3	.9	.5	.8	.1
GOVERNMENT	-	-	-	-	-	-
LENGTH OF LEASE:						
LESS THAN 30 DAYS	.3	.1	.1	.1	-	.1
30 DAYS TO 1 YEAR	.7	.2	.2	.2	.3	-
1 TO 3 YEARS	.4	.2	.4	-	-	-
MORE THAN 3 YEARS	.7	.1	.1	.1	.4	-
PROVISIONS OF LEASE:						
FINANCING	.4	.1	.2	.1	.1	-
MAINTENANCE	.5	.1	.1	.2	.2	-
PROCUREMENT AND SALE	.2	-	-	-	.1	-
OPERATOR CLASSIFICATION						
NOT FOR HIRE:						
PRIVATE OWNER OR INDIVIDUAL	57.2	.3	49.6	4.7	.9	2.0
FOR HIRE INTERSTATE:						
EXEMPT CARRIER	.4	.1	.1	.1	.2	-
CONTRACT CARRIER	.7	.1	.1	.2	.4	-
COMMON CARRIER	3.5	.2	.3	.6	2.6	-
FOR HIRE INTRASTATE:						
LOCAL CARTAGE	.6	.2	.5	-	-	-
FOR HIRE DAILY RENTAL	-	-	-	-	-	-
NOT REPORTED	.4	.2	.2	-	-	.2
PRODUCTS CARRIED						
FARM PRODUCTS	5.8	.6	4.5	.3	.1	.8
LIVE ANIMALS	.7	.2	.5	.2	-	-
MINING PRODUCTS	-	-	-	-	-	-
LOGS AND OTHER FOREST PRODUCTS	.7	.2	.5	.2	-	-
PROCESSED FOODS	1.4	.3	1.0	.1	.2	-
TEXTILE MILL PRODUCTS	.4	.2	.3	-	-	.1
BUILDING MATERIALS	4.5	.5	3.7	.5	-	.3
HOUSEHOLD GOODS	.8	.2	.6	.1	.1	-
FURNITURE OR HARDWARE	.5	.2	.5	-	-	-
PAPER PRODUCTS	.4	.2	.3	-	-	-
CHEMICALS	.7	.1	.2	.3	.1	-
PETROLEUM	1.0	.2	.7	.1	.2	-
PRIMARY METAL PRODUCTS	.1	-	-	-	-	-
FABRICATED METAL PRODUCTS	.3	.1	.1	.2	.1	-
MACHINERY, EXCEPT ELECTRICAL	.4	.1	.2	-	.1	-
ELECTRICAL MACHINERY	.8	.2	.7	-	.1	-
TRANSPORTATION EQUIPMENT	1.0	.2	.4	.1	.4	-
SCRAP, REFUSE, OR GARBAGE	2.1	.4	1.7	.2	-	.1
MIXED CARGOES	4.5	.4	1.7	.7	2.1	-
CRAFTSMAN'S EQUIPMENT	5.1	.7	4.6	.4	-	-
SPECIAL EQUIPMENT	.6	.2	.6	-	-	-
PERSONAL TRANSPORTATION	29.8	1.1	27.2	1.9	.5	.2
OTHER	.8	.3	.7	.1	-	-
NOT REPORTED	.6	.2	-	-	-	.5

SEE FOOTNOTES AT END OF TABLE.

Table 6. **Trucks by Range of Operations: 1977**—Con.

(THOUSANDS)

VEHICULAR AND OPERATIONAL CHARACTERISTICS	TOTAL TRUCKS	STANDARD ERROR	RANGE OF OPERATION: LOCAL	SHORT RANGE	LONG RANGE	OFF THE ROAD
HAZARDOUS MATERIALS CARRIED						
HAZARDOUS MATERIALS CARRIED	3.8	.3	1.0	.5	2.3	-
LESS THAN 25 PERCENT OF TIME	2.6	.1	.2	.3	2.0	-
25 TO 49 PERCENT OF TIME	.3	.1	.1	.1	.1	-
50 TO 74 PERCENT OF TIME	-	-	-	-	-	-
75 TO 100 PERCENT OF TIME	.8	.2	.5	.1	.2	-
NO PERCENT REPORTED	.2	.1	.1	-	-	-
NO HAZARDOUS MATERIAL CARRIED	50.7	.8	43.2	4.7	1.7	1.1
NOT REPORTED	8.1	.8	6.5	.4	.1	1.1
TRUCK FLEET SIZE[3]						
1	43.3	.9	36.3	2.9	2.7	1.4
2 TO 5	10.5	.8	8.6	1.1	.1	.6
6 TO 19	4.5	.5	3.2	.8	.3	.2
20 OR MORE	4.5	.4	2.6	.8	1.0	.1
MILES PER GALLON						
LESS THAN 5	5.6	.2	2.0	1.0	2.4	.1
5 TO 6.9	3.3	.3	1.6	.6	1.0	.1
7 TO 8.9	4.0	.5	3.2	.4	.3	.1
9 TO 11.9	10.9	.9	9.0	1.0	.3	.6
12 TO 14.9	17.2	1.1	15.1	1.5	.1	.5
15 TO 19.9	14.6	1.0	13.8	.6	-	.2
20 OR MORE	3.6	.6	3.2	.3	-	.1
NOT REPORTED	3.4	.5	2.7	.1	-	.5
EQUIPMENT TYPE						
TRANSMISSION:						
MANUAL	40.6	1.1	31.4	4.4	3.7	1.1
AUTOMATIC	20.2	1.1	18.2	1.1	.4	.5
SEMIAUTOMATIC	-	-	-	-	-	-
NOT REPORTED	1.8	.4	1.0	.2	-	.6
BRAKING SYSTEM:						
HYDRAULIC[4]	47.3	.8	41.6	3.8	.6	1.4
AIR	7.4	.2	2.3	1.5	3.4	.2
OTHER	5.7	.7	5.1	.3	.1	.2
NOT REPORTED	2.3	.5	1.7	.1	-	.4
ANTI-WHEEL-LOCK DEVICE[2]	4.7	.5	3.1	.7	.8	.1
POWER STEERING[2]	22.1	1.1	17.8	2.6	1.2	.5
AIR CONDITIONING[2]	8.2	.8	5.8	1.0	1.1	.2
FUEL CONSERVATION EQUIPMENT[2]						
RADIAL TIRES	11.2	.8	7.2	1.1	2.6	.2
DRAG REDUCTION DEVICES	1.8	.2	.1	.2	1.5	-
VARIABLE SPEED FAN	6.0	.6	3.6	.9	1.4	.1
FUEL EFFICIENT ENGINE	6.1	.6	3.9	.4	1.8	-
AXLE OR DRIVE RATIO CHANGE	3.6	.3	2.6	.6	.2	.2
NOT REPORTED	42.3	1.0	36.4	3.4	.8	1.7
MAINTENANCE[2]						
MAINTENANCE PERFORMED ON--						
ENGINE	11.3	.8	8.9	1.0	1.2	.2
TRANSMISSION	6.0	.6	4.6	.5	.8	-
BRAKING SYSTEM	13.1	.9	9.6	1.5	1.8	.2
REAR AXLE AND DIFFERENTIAL	3.7	.4	2.5	.5	.6	-
NONE OF THE ABOVE	34.3	1.1	29.7	2.6	1.1	1.0
NOT REPORTED	-	-	-	-	-	-
MAINTENANCE PERFORMED BY[5]--						
SELF OR OWN REPAIR SHOP	12.9	.8	9.4	1.2	2.0	.4
TRUCK DEALER	4.1	.5	3.0	.6	.4	.2
FACTORY BRANCH	.8	.2	.5	.1	.2	-
LEASING COMPANY	.1	-	-	-	-	-
INDEPENDENT GARAGE	8.4	.8	7.3	.9	.1	.1
OTHER	1.4	.2	1.0	.1	.2	-
NOT REPORTED	35.6	1.1	29.7	2.8	1.4	1.7
ENGINE TYPE AND SIZE						
ENGINE:						
GASOLINE	56.8	.2	49.5	4.5	.6	2.2
DIESEL	5.9	.2	1.1	1.2	3.5	.1
LPG OR OTHER	-	-	-	-	-	-
NOT REPORTED	-	-	-	-	-	-
CYLINDERS:						
4	4.4	.6	4.1	.2	-	.1
6	22.6	1.1	18.2	1.5	2.0	.8
8	35.2	1.1	28.3	3.9	2.1	.9
OTHER	-	-	-	-	-	-
NOT REPORTED	.6	.2	.1	-	-	.4
CUBIC INCH DISPLACEMENT:						
GASOLINE ENGINES						
LESS THAN 200	2.3	.4	2.2	-	-	.1
200 TO 299	10.0	.8	9.3	.2	-	.4
300 TO 349	10.4	.9	9.3	.9	.1	.2
350 TO 399	15.6	1.0	13.1	1.9	.3	.3
400 OR MORE	1.8	.3	1.1	.4	.2	.1
NOT REPORTED	16.6	1.0	14.4	1.1	-	1.1

SEE FOOTNOTES AT END OF TABLE.

Table 6. **Trucks by Range of Operations: 1977**—Con.

(THOUSANDS)

VEHICULAR AND OPERATIONAL CHARACTERISTICS	TOTAL TRUCKS	STANDARD ERROR	RANGE OF OPERATION: LOCAL	SHORT RANGE	LONG RANGE	OFF THE ROAD
ENGINE TYPE AND SIZE--CON.						
CUBIC INCH DISPLACEMENT--CON.						
DIESEL ENGINES						
LESS THAN 400	.2	-	.2	-	-	-
400 TO 599	2.5	.1	.2	.3	2.0	-
600 TO 799	1.5	.1	.5	.5	.5	-
800 OR MORE	.8	.1	.1	.2	.5	-
NOT REPORTED	.8	.1	.2	.2	.3	.1
OTHER ENGINES						
LESS THAN 400	-	-	-	-	-	-
400 OR MORE	-	-	-	-	-	-
NOT REPORTED	-	-	-	-	-	-
TRUCK TYPE AND AXLE ARRANGEMENT						
SINGLE-UNIT TRUCKS:						
2 AXLES	56.3	.2	49.3	4.3	.6	2.1
3 AXLES	.8	.1	.6	.1	-	.1
OTHER	.1	-	.1	-	-	-
TRUCK-TRACTOR COMBINATIONS:						
SINGLE TRAILERS						
3 AXLES	.1	-	-	.1	-	-
4 AXLES	1.1	.1	.4	.4	.2	-
5 AXLES	4.2	.2	.2	.8	3.2	-
6 AXLES	-	-	-	-	-	-
OTHER	-	-	-	-	-	-
DOUBLE TRAILERS						
5 AXLES	-	-	-	-	-	-
6 AXLES	-	-	-	-	-	-
OTHER	-	-	-	-	-	-
TRIPLE TRAILERS						
7 AXLES	-	-	-	-	-	-
OTHER	-	-	-	-	-	-
TRAILER NOT SPECIFIED	-	-	-	-	-	-
POWERED AXLES:						
1	53.0	.7	44.6	4.0	2.4	1.9
2	7.7	.6	4.4	1.6	1.6	.2
3	.1	-	-	-	-	-
4	-	-	-	-	-	-
NOT REPORTED	1.9	.4	1.7	-	.1	.1
CAB TYPE[6]						
CAB FORWARD OF ENGINE	.3	.1	.2	-	-	-
CAB OVER ENGINE	2.0	.1	.3	.5	1.1	-
SHORT HOOD CONVENTIONAL	3.0	.2	1.5	.7	.6	.2
MEDIUM HOOD CONVENTIONAL	5.3	.3	3.4	.7	.7	.4
LONG HOOD CONVENTIONAL	3.1	.2	1.6	.2	1.1	.1
OTHER	.1	-	-	-	-	-
NOT REPORTED	-	-	-	-	-	-
CAB WITH SLEEPER UNIT	1.4	.1	.1	.3	1.0	-
PICKUPS, PANELS, VANS, MULTISTOPS, OR WALK-INS						
TOTAL	48.9	.4	43.5	3.4	.5	1.5
PICKUPS	34.7	1.0	30.4	2.5	.4	1.3
PANELS OR VANS	13.2	1.0	12.2	.8	.1	.1
MULTISTOPS OR WALK-INS	1.1	.3	1.0	.1	-	-
DRIVING WHEELS:						
4-WHEEL DRIVE	4.3	.6	3.3	.8	.1	.1
2-WHEEL DRIVE	37.1	1.0	33.8	2.4	.3	.6
NOT REPORTED	7.4	.8	6.4	.2	.1	.7
AXLES ON VEHICLE:						
2	39.9	.9	36.0	2.8	.4	.8
3	-	-	-	-	-	-
NOT REPORTED	9.0	.9	7.5	.6	.1	.7
CAMPER BODY OR SPECIAL CAMPING EQUIPMENT:						
SLIDE-IN CAMPER	.8	.3	.6	.2	-	-
PICKUP SHELL COVER	8.5	.8	7.0	1.1	.2	.1
CAMPER BODY	.4	.2	.2	.2	-	-
NOT REPORTED	39.2	.9	35.6	1.9	.3	1.4

NOTE: DATA RELATE TO STATE OF REGISTRATION, WHICH IN MOST CASES IS BASE OF OPERATION; HOWEVER, SOME TRUCKS REGISTERED IN A GIVEN STATE ARE ACTUALLY BASED IN ANOTHER STATE BECAUSE THEY OPERATE INTERSTATE OR THEIR OPERATORS HAVE MOVED TO ANOTHER STATE. DETAILED FIGURES MAY NOT ADD TO TOTALS BECAUSE OF ROUNDING. STANDARD ERROR IS AN ACTUAL NUMBER; FOR DISCUSSION OF PROPER USE AND INTERPRETATION, SEE INTRODUCTION.

- ESTIMATE IS LESS THAN 50 TRUCKS.

[1] WHEN NO RESPONSE WAS OBTAINED FOR ANNUAL MILES, DATA WERE IMPUTED.
[2] DETAIL DOES NOT ADD TO TOTALS BECAUSE ITEMS WERE NOT APPLICABLE OR MULTIPLE RESPONSES WERE POSSIBLE.
[3] WHEN NO RESPONSE WAS OBTAINED, ONE TRUCK WAS IMPUTED BASED ON BODY TYPE OF SAMPLED VEHICLE.
[4] BECAUSE SOME "LIGHT" TRUCK RESPONDENTS WERE UNFAMILIAR WITH BRAKING SYSTEM TERMINOLOGY, A LARGE PROPORTION OF DATA FOR "OTHER" SHOULD BE FOR "HYDRAULIC" (E.G., DATA ON POWER ASSISTED BRAKES, DISC BRAKES, VACUUM-HYDRAULIC, ETC.).
[5] DATA RELATE ONLY TO SPECIFIED EQUIPMENT ON WHICH MAINTENANCE WAS PERFORMED.
[6] PICKUPS, PANELS, VANS, AND MULTISTOPS ARE NOT INCLUDED.

Table 7. **Trucks by Truck Type and Axle Arrangement: 1977**—Con.

(THOUSANDS)

VEHICULAR AND OPERATIONAL CHARACTERISTICS	TOTAL TRUCKS	STANDARD ERROR	TRUCK TYPE AND AXLE ARRANGEMENT: SINGLE-UNIT TRUCKS: TOTAL	2 AXLES	3 AXLES	OTHER	TRUCK-TRACTOR COMBINATIONS: TOTAL	SINGLE TRAILERS: 3 AXLES	4 AXLES	5 AXLES	6 AXLES	OTHER	DOUBLE TRAILERS: 5 AXLES	6 AXLES	OTHER	TRIPLE TRAILERS: 7 AXLES	OTHER	NOT REPORTED
TOTAL TRUCKS	62.7	-	57.3	56.3	.8	.1	5.4	.1	1.1	4.2	-	-	-	-	-	-	-	-
STANDARD ERROR	-	-	.2	.2	.1	-	.2	-	.1	.2	-	-	-	-	-	-	-	-
MAJOR USE																		
AGRICULTURE	7.0	.6	6.7	6.7	-	-	.3	-	.1	.1	-	-	-	-	-	-	-	-
FORESTRY AND LUMBERING	.4	.2	.4	.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MINING AND QUARRYING	.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CONSTRUCTION	5.4	.6	5.2	4.7	.5	-	.2	-	.1	.1	-	-	-	-	-	-	-	-
MANUFACTURING	1.7	.3	1.0	.9	.1	-	.6	-	.1	.5	-	-	-	-	-	-	-	-
WHOLESALE TRADE	1.8	.3	1.6	1.5	-	-	.2	-	-	.1	-	-	-	-	-	-	-	-
RETAIL TRADE	2.9	.5	2.8	2.8	-	-	.1	-	-	-	-	-	-	-	-	-	-	-
FOR HIRE TRANSPORTATION	4.6	.3	.7	.6	-	-	3.9	.1	.6	3.2	-	-	-	-	-	-	-	-
UTILITIES	.8	.2	.8	.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SERVICES	4.9	.6	4.8	4.7	.1	-	.1	-	-	-	-	-	-	-	-	-	-	-
DAILY RENTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PERSONAL TRANSPORTATION	32.3	1.1	32.3	32.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
OTHER	.3	.1	.3	.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOT IN USE	.6	.2	.6	.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOT REPORTED	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
BODY TYPE																		
PICKUP	34.7	1.0	34.7	34.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PANEL OR VAN	13.2	1.0	13.2	13.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MULTISTOP OR WALK-IN	1.1	.3	1.1	1.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PLATFORM WITH ADDED DEVICES	1.2	.1	1.2	1.1	.1	-	-	-	-	-	-	-	-	-	-	-	-	-
LOW BOY OR DEPRESSED CENTER	.1	-	-	-	-	-	.1	-	-	-	-	-	-	-	-	-	-	-
OTHER PLATFORM	2.9	.3	2.5	2.4	-	-	.3	-	.1	.2	-	-	-	-	-	-	-	-
CATTLE RACK	.3	.1	.3	.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
INSULATED NONREFRIGERATED VAN	.2	-	.1	-	-	-	.2	-	-	.1	-	-	-	-	-	-	-	-
INSULATED REFRIGERATED VAN	.4	.1	.1	.1	-	-	.3	-	-	.3	-	-	-	-	-	-	-	-
FURNITURE VAN	.2	-	.1	.1	-	-	.1	-	.1	-	-	-	-	-	-	-	-	-
OPEN TOP VAN	.1	-	-	-	-	-	.1	-	-	.1	-	-	-	-	-	-	-	-
OTHER ENCLOSED VANS	3.7	.2	.5	.4	-	-	3.2	-	.5	2.6	-	-	-	-	-	-	-	-
BEVERAGE	.1	-	.1	.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
UTILITY	.5	.2	.5	.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WINCH OR CRANE	.1	-	.1	.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WRECKER	.4	.1	.4	.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
POLE OR LOGGING	.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
AUTO TRANSPORT	.5	.1	-	-	-	-	.5	-	.1	.3	-	-	-	-	-	-	-	-
BOAT TRANSPORT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MOBILE HOME PULLER	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GARBAGE HAULER:																		
FRONT LOADER	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
REAR LOADER	.2	-	.2	.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ROLL OFF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOT SPECIFIED	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
DUMP	1.5	.1	1.4	1.1	.3	-	.1	-	-	.1	-	-	-	-	-	-	-	-
TANK FOR LIQUIDS	1.0	.1	.6	.5	-	-	.4	-	-	.4	-	-	-	-	-	-	-	-
TANK FOR DRY BULK	.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CONCRETE MIXER:																		
FRONT DISCHARGER	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
REAR DISCHARGER	.2	-	.2	-	.2	-	-	-	-	-	-	-	-	-	-	-	-	-
NOT SPECIFIED	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
OTHER	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOT REPORTED	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ANNUAL MILES[1]																		
LESS THAN 5,000	14.1	.9	13.9	13.7	.1	-	.3	-	.1	.1	-	-	-	-	-	-	-	-
5,000 TO 9,999	14.1	1.0	13.8	13.6	.2	-	.3	-	.2	.1	-	-	-	-	-	-	-	-
10,000 TO 19,999	23.6	1.1	23.1	22.9	.2	-	.5	-	.3	.2	-	-	-	-	-	-	-	-
20,000 TO 29,999	5.1	.6	4.8	4.7	.1	-	.3	-	.1	.1	-	-	-	-	-	-	-	-
30,000 TO 49,999	1.8	.3	1.3	1.3	-	-	.5	-	.1	.4	-	-	-	-	-	-	-	-
50,000 TO 74,999	.7	.1	.1	.1	.1	-	.6	-	.1	.4	-	-	-	-	-	-	-	-
75,000 OR MORE	3.2	.2	.2	.1	.1	-	3.0	-	.1	2.9	-	-	-	-	-	-	-	-

SEE FOOTNOTES AT END OF TABLE.

Table 7. **Trucks by Truck Type and Axle Arrangement: 1977**—Con.

(THOUSANDS)

VEHICULAR AND OPERATIONAL CHARACTERISTICS	TOTAL TRUCKS	STANDARD ERROR	TRUCK TYPE AND AXLE ARRANGEMENT: SINGLE-UNIT TRUCKS: TOTAL	2 AXLES	3 AXLES	OTHER	TRUCK-TRACTOR COMBINATIONS: TOTAL	SINGLE TRAILERS: 3 AXLES	4 AXLES	5 AXLES	6 AXLES	OTHER	DOUBLE TRAILERS: 5 AXLES	6 AXLES	OTHER	TRIPLE TRAILERS: 7 AXLES	OTHER	NOT REPORTED
RANGE OF OPERATION																		
LOCAL	50.7	.7	50.0	49.3	.6	.1	.7	-	.4	.2	-	-	-	-	-	-	-	-
SHORT RANGE (200 MILES OR LESS)	5.6	.6	4.4	4.3	.1	-	1.3	.1	.4	.8	-	-	-	-	-	-	-	-
LONG RANGE (MORE THAN 200 MILES)	4.1	.3	.7	.6	-	-	3.4	-	.2	3.2	-	-	-	-	-	-	-	-
OFF-THE-ROAD	1.6	.3	1.6	1.5	.1	-	-	-	-	-	-	-	-	-	-	-	-	-
NOT REPORTED	.6	.2	.6	.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
BASE OF OPERATION																		
PERCENTAGE OF MILES TRAVELED IN BASE-OF-OPERATION STATE:																		
LESS THAN 25 PERCENT	4.2	.4	1.3	1.2	-	-	2.9	-	.2	2.6	-	-	-	-	-	-	-	-
25 TO 49 PERCENT	3.0	.4	1.8	1.7	-	-	1.3	-	.2	1.1	-	-	-	-	-	-	-	-
50 TO 74 PERCENT	7.8	.7	7.1	6.9	.1	-	.7	-	.3	.3	-	-	-	-	-	-	-	-
75 TO 100 PERCENT	47.6	.9	47.1	46.4	.6	.1	.5	-	.3	.2	-	-	-	-	-	-	-	-
NOT REPORTED	.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VEHICLE SIZE																		
LIGHT	49.9	.3	49.9	49.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MEDIUM	3.1	.3	3.1	3.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
LIGHT-HEAVY	2.1	.1	2.0	1.9	.1	-	.1	-	-	-	-	-	-	-	-	-	-	-
HEAVY-HEAVY	7.5	.2	2.2	1.4	.7	-	5.4	.1	1.0	4.1	-	-	-	-	-	-	-	-
GROSS WEIGHT																		
6,000 OR LESS	42.7	.8	42.7	42.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6,001 TO 10,000	7.3	.8	7.3	7.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10,001 TO 14,000	1.6	.3	1.6	1.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14,001 TO 16,000	.7	.2	.7	.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16,001 TO 19,500	.8	.1	.8	.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19,501 TO 26,000	2.1	.1	2.0	1.9	.1	-	.1	-	-	-	-	-	-	-	-	-	-	-
26,001 TO 33,000	1.5	.1	1.3	1.2	-	-	.3	-	.1	.2	-	-	-	-	-	-	-	-
33,001 TO 40,000	.3	.1	.1	.1	-	-	.2	-	.1	.1	-	-	-	-	-	-	-	-
40,001 TO 50,000	.4	.1	.1	-	.1	-	.2	-	.1	.1	-	-	-	-	-	-	-	-
50,001 TO 60,000	.8	.1	.2	-	.1	-	.6	-	.3	.2	-	-	-	-	-	-	-	-
60,001 TO 80,000	4.5	.2	.5	.1	.4	-	4.0	-	.4	3.6	-	-	-	-	-	-	-	-
80,001 TO 100,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
100,001 TO 130,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
130,001 AND OVER	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOT REPORTED	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
YEAR MODEL																		
1978	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1977	4.0	.6	3.5	3.5	-	-	.5	-	-	.5	-	-	-	-	-	-	-	-
1976	6.2	.7	5.8	5.7	-	-	.5	-	-	.4	-	-	-	-	-	-	-	-
1975	5.0	.6	4.5	4.4	-	-	.5	-	.1	.4	-	-	-	-	-	-	-	-
1974	5.9	.6	4.8	4.7	.1	-	1.1	-	.1	1.0	-	-	-	-	-	-	-	-
1973	6.7	.7	5.9	5.8	.1	-	.7	-	.1	.6	-	-	-	-	-	-	-	-
1972	5.8	.7	5.3	5.2	.1	-	.5	-	.1	.4	-	-	-	-	-	-	-	-
1971	3.6	.5	3.3	3.2	.1	-	.3	-	.1	.2	-	-	-	-	-	-	-	-
1970	3.9	.6	3.7	3.6	-	-	.2	-	-	.2	-	-	-	-	-	-	-	-
1969	4.5	.6	4.3	4.2	.1	-	.2	-	.1	.1	-	-	-	-	-	-	-	-
1968	3.5	.5	3.3	3.3	-	-	.1	-	.1	.1	-	-	-	-	-	-	-	-
1967	3.2	.5	2.9	2.9	-	-	.2	-	.2	.1	-	-	-	-	-	-	-	-
PRE-1967	10.4	.8	9.9	9.8	.1	-	.4	-	.2	.1	-	-	-	-	-	-	-	-
NOT REPORTED	.1	.1	.1	.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VEHICLE ACQUISITION																		
PURCHASED NEW	33.7	1.1	29.6	29.1	.5	-	4.1	-	.6	3.4	-	-	-	-	-	-	-	-
PURCHASED USED	27.6	1.1	26.4	26.1	.3	-	1.2	-	.5	.6	-	-	-	-	-	-	-	-
LEASED FROM SOMEONE ELSE	.4	.1	.3	.3	-	-	.1	-	-	.1	-	-	-	-	-	-	-	-
LEASED TO SOMEONE ELSE	1.9	.2	.9	.8	.2	-	1.0	-	.2	.7	-	-	-	-	-	-	-	-
NOT REPORTED	1.0	.3	.9	.9	-	-	.1	-	-	-	-	-	-	-	-	-	-	-

SEE FOOTNOTES AT END OF TABLE.

Table 7. **Trucks by Truck Type and Axle Arrangement: 1977**—Con.

(THOUSANDS)

VEHICULAR AND OPERATIONAL CHARACTERISTICS	TOTAL TRUCKS	STANDARD ERROR	TRUCK TYPE AND AXLE ARRANGEMENT: SINGLE-UNIT TRUCKS: TOTAL	2 AXLES	3 AXLES	OTHER	TRUCK-TRACTOR COMBINATIONS: TOTAL	SINGLE TRAILERS: 3 AXLES	4 AXLES	5 AXLES	6 AXLES	OTHER	DOUBLE TRAILERS: 5 AXLES	6 AXLES	OTHER	TRIPLE TRAILERS: 7 AXLES	OTHER	NOT REPORTED
LEASE CHARACTERISTICS[2]																		
LEASED WITHOUT DRIVER	1.2	.2	.7	.7	-	-	.5	-	.1	.3	-	-	-	-	-	-	-	-
LEASED WITH DRIVER	.9	.1	.4	.2	.2	-	.5	-	.1	.4	-	-	-	-	-	-	-	-
LESSEE:																		
PRIVATE	2.3	.3	1.2	1.1	.2	-	1.0	-	.2	.7	-	-	-	-	-	-	-	-
GOVERNMENT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
LENGTH OF LEASE:																		
LESS THAN 30 DAYS	.3	.1	.2	.1	-	-	.1	-	-	.1	-	-	-	-	-	-	-	-
30 DAYS TO 1 YEAR	.7	.2	.4	.3	-	-	.3	-	-	.3	-	-	-	-	-	-	-	-
1 TO 3 YEARS	.4	.2	.4	.4	-	-	.1	-	-	-	-	-	-	-	-	-	-	-
MORE THAN 3 YEARS	.7	.1	.2	.2	-	-	.4	-	.2	.3	-	-	-	-	-	-	-	-
PROVISIONS OF LEASE:																		
FINANCING	.4	.1	.2	.2	-	-	.2	-	.1	.2	-	-	-	-	-	-	-	-
MAINTENANCE	.5	.1	.1	.1	-	-	.3	-	.1	.2	-	-	-	-	-	-	-	-
PROCUREMENT AND SALE	.2	-	-	-	-	-	.1	-	-	.1	-	-	-	-	-	-	-	-
OPERATOR CLASSIFICATION																		
NOT FOR HIRE:																		
PRIVATE OWNER OR INDIVIDUAL	57.2	.3	55.8	55.1	.6	.1	1.3	-	.4	.8	-	-	-	-	-	-	-	-
FOR HIRE INTERSTATE:																		
EXEMPT CARRIER	.4	.1	.1	.1	-	-	.3	-	-	.2	-	-	-	-	-	-	-	-
CONTRACT CARRIER	.7	.1	-	-	-	-	.7	-	.1	.5	-	-	-	-	-	-	-	-
COMMON CARRIER	3.5	.2	.4	.4	-	-	3.1	-	.5	2.6	-	-	-	-	-	-	-	-
FOR HIRE INTRASTATE:																		
LOCAL CARTAGE	.6	.2	.5	.4	.1	-	.1	-	.1	-	-	-	-	-	-	-	-	-
FOR HIRE DAILY RENTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOT REPORTED	.4	.2	.4	.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PRODUCTS CARRIED																		
FARM PRODUCTS	5.8	.6	5.4	5.3	-	-	.4	-	.1	.2	-	-	-	-	-	-	-	-
LIVE ANIMALS	.7	.2	.7	.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MINING PRODUCTS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
LOGS AND OTHER FOREST PRODUCTS	.7	.2	.6	.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PROCESSED FOODS	1.4	.3	1.0	1.0	-	-	.3	-	-	.3	-	-	-	-	-	-	-	-
TEXTILE MILL PRODUCTS	.4	.2	.4	.4	-	-	.1	-	-	-	-	-	-	-	-	-	-	-
BUILDING MATERIALS	4.5	.5	4.3	3.8	.5	-	.2	-	.1	.1	-	-	-	-	-	-	-	-
HOUSEHOLD GOODS	.8	.2	.7	.7	-	-	.1	-	.1	-	-	-	-	-	-	-	-	-
FURNITURE OR HARDWARE	.5	.2	.5	.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PAPER PRODUCTS	.4	.2	.3	.3	-	-	.1	-	-	-	-	-	-	-	-	-	-	-
CHEMICALS	.7	.1	.3	.3	-	-	.4	-	-	.3	-	-	-	-	-	-	-	-
PETROLEUM	1.0	.2	.7	.6	-	-	.3	-	-	.3	-	-	-	-	-	-	-	-
PRIMARY METAL PRODUCTS	.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FABRICATED METAL PRODUCTS	.3	.1	.2	.2	-	-	.1	-	-	.1	-	-	-	-	-	-	-	-
MACHINERY, EXCEPT ELECTRICAL	.4	.1	.3	.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ELECTRICAL MACHINERY	.8	.2	.7	.7	-	-	.1	-	-	.1	-	-	-	-	-	-	-	-
TRANSPORTATION EQUIPMENT	1.0	.2	.5	.5	-	-	.5	-	.1	.3	-	-	-	-	-	-	-	-
SCRAP, REFUSE, OR GARBAGE	2.1	.4	2.0	1.9	.1	-	-	-	-	-	-	-	-	-	-	-	-	-
MIXED CARGOES	4.5	.4	1.8	1.7	-	-	2.7	-	.4	2.2	-	-	-	-	-	-	-	-
CRAFTSMAN'S EQUIPMENT	5.1	.7	5.1	5.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SPECIAL EQUIPMENT	.6	.2	.6	.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PERSONAL TRANSPORTATION	29.8	1.1	29.8	29.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
OTHER	.8	.3	.8	.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOT REPORTED	.6	.2	.5	.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAZARDOUS MATERIALS CARRIED																		
HAZARDOUS MATERIALS CARRIED	3.8	.3	.9	.9	-	-	3.0	-	.3	2.6	-	-	-	-	-	-	-	-
LESS THAN 25 PERCENT OF TIME	2.6	.1	.1	.1	-	-	2.5	-	.2	2.2	-	-	-	-	-	-	-	-
25 TO 49 PERCENT OF TIME	.3	.1	.1	.1	-	-	.2	-	-	.2	-	-	-	-	-	-	-	-
50 TO 74 PERCENT OF TIME	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
75 TO 100 PERCENT OF TIME	.8	.2	.5	.5	-	-	.3	-	-	.3	-	-	-	-	-	-	-	-
NO PERCENT REPORTED	.2	.1	.1	.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NO HAZARDOUS MATERIAL CARRIED	50.7	.8	48.5	47.7	.8	.1	2.2	-	.7	1.4	-	-	-	-	-	-	-	-
NOT REPORTED	8.1	.8	7.9	7.8	-	-	.3	-	.1	.1	-	-	-	-	-	-	-	-

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Table 7. **Trucks by Truck Type and Axle Arrangement: 1977**—Con.

(THOUSANDS)

VEHICULAR AND OPERATIONAL CHARACTERISTICS	TOTAL TRUCKS	STANDARD ERROR	TRUCK TYPE AND AXLE ARRANGEMENT: SINGLE-UNIT TRUCKS: TOTAL	2 AXLES	3 AXLES	OTHER	TRUCK-TRACTOR COMBINATIONS: TOTAL	SINGLE TRAILERS: 3 AXLES	4 AXLES	5 AXLES	6 AXLES	OTHER	DOUBLE TRAILERS: 5 AXLES	6 AXLES	OTHER	TRIPLE TRAILERS: 7 AXLES	OTHER	NOT REPORTED
TRUCK FLEET SIZE[3]																		
1	43.3	.9	40.9	40.7	.1	-	2.4	-	.1	2.2	-	-	-	-	-	-	-	-
2 TO 5	10.5	.8	10.0	9.8	.1	.1	.5	-	.2	.3	-	-	-	-	-	-	-	-
6 TO 19	4.5	.5	3.6	3.5	.2	-	.8	-	.3	.5	-	-	-	-	-	-	-	-
20 OR MORE	4.5	.4	2.8	2.3	.4	-	1.8	-	.5	1.2	-	-	-	-	-	-	-	-
MILES PER GALLON																		
LESS THAN 5	5.6	.2	2.0	1.4	.6	-	3.6	-	.6	2.9	-	-	-	-	-	-	-	-
5 TO 6.9	3.3	.3	1.8	1.7	.1	-	1.5	-	.3	1.1	-	-	-	-	-	-	-	-
7 TO 8.9	4.0	.5	3.8	3.7	.1	-	.2	-	.1	.1	-	-	-	-	-	-	-	-
9 TO 11.9	10.9	.9	10.9	10.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12 TO 14.9	17.2	1.1	17.2	17.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15 TO 19.9	14.6	1.0	14.6	14.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20 OR MORE	3.6	.6	3.6	3.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOT REPORTED	3.4	.5	3.3	3.3	-	-	.1	-	-	-	-	-	-	-	-	-	-	-
EQUIPMENT TYPE																		
TRANSMISSION:																		
MANUAL	40.6	1.1	35.3	34.4	.8	.1	5.4	.1	1.0	4.1	-	-	-	-	-	-	-	-
AUTOMATIC	20.2	1.1	20.2	20.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SEMIAUTOMATIC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOT REPORTED	1.8	.4	1.8	1.8	-	-	.1	-	-	-	-	-	-	-	-	-	-	-
BRAKING SYSTEM:																		
HYDRAULIC[4]	47.3	.8	47.2	47.0	.1	.1	.2	-	-	.1	-	-	-	-	-	-	-	-
AIR	7.4	.2	2.2	1.5	.7	-	5.2	.1	1.0	4.0	-	-	-	-	-	-	-	-
OTHER[4]	5.7	.7	5.7	5.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOT REPORTED	2.3	.5	2.2	2.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ANTI-WHEEL-LOCK DEVICE[2]	4.7	.5	3.6	3.4	.2	-	1.0	-	.1	.9	-	-	-	-	-	-	-	-
POWER STEERING[2]	22.1	1.1	20.6	19.9	.7	-	1.6	-	.2	1.3	-	-	-	-	-	-	-	-
AIR CONDITIONING[2]	8.2	.8	7.1	7.0	.1	-	1.1	-	.1	.9	-	-	-	-	-	-	-	-
FUEL CONSERVATION EQUIPMENT[2]																		
RADIAL TIRES	11.2	.8	8.5	8.3	.1	-	2.7	-	.2	2.4	-	-	-	-	-	-	-	-
DRAG REDUCTION DEVICES	1.8	.2	.2	.2	-	-	1.6	-	-	1.5	-	-	-	-	-	-	-	-
VARIABLE SPEED FAN	6.0	.6	4.8	4.6	.1	-	1.2	-	.1	1.1	-	-	-	-	-	-	-	-
FUEL EFFICIENT ENGINE	6.1	.6	4.1	4.0	.1	-	2.0	-	.1	1.9	-	-	-	-	-	-	-	-
AXLE OR DRIVE RATIO CHANGE	3.6	.3	3.0	2.9	.1	-	.5	-	.1	.3	-	-	-	-	-	-	-	-
NOT REPORTED	42.3	1.0	40.5	40.0	.5	.1	1.7	-	.6	1.0	-	-	-	-	-	-	-	-
MAINTENANCE[2]																		
MAINTENANCE PERFORMED ON--																		
ENGINE	11.3	.8	9.7	9.4	.3	-	1.6	.1	.3	1.1	-	-	-	-	-	-	-	-
TRANSMISSION	6.0	.6	5.2	5.0	.2	-	.8	-	.1	.6	-	-	-	-	-	-	-	-
BRAKING SYSTEM	13.1	.9	11.0	10.6	.3	-	2.1	-	.2	1.8	-	-	-	-	-	-	-	-
REAR AXLE AND DIFFERENTIAL	3.7	.4	2.9	2.7	.2	-	.8	-	.1	.6	-	-	-	-	-	-	-	-
NONE OF THE ABOVE	34.3	1.1	32.7	32.4	.2	-	1.6	-	.5	1.1	-	-	-	-	-	-	-	-
NOT REPORTED	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MAINTENANCE PERFORMED BY[5]--																		
SELF OR OWN REPAIR SHOP	12.9	.8	10.4	10.0	.4	-	2.5	.1	.4	2.0	-	-	-	-	-	-	-	-
TRUCK DEALER	4.1	.5	3.6	3.4	.1	-	.6	-	.1	.4	-	-	-	-	-	-	-	-
FACTORY BRANCH	.8	.2	.6	.6	-	-	.2	-	-	.2	-	-	-	-	-	-	-	-
LEASING COMPANY	.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
INDEPENDENT GARAGE	8.4	.8	8.1	8.0	.1	-	.3	-	.1	.2	-	-	-	-	-	-	-	-
OTHER	1.4	.2	1.3	1.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOT REPORTED	35.6	1.1	33.7	33.4	.2	-	1.9	-	.4	1.4	-	-	-	-	-	-	-	-
ENGINE TYPE AND SIZE																		
ENGINE:																		
GASOLINE	56.8	.2	56.3	56.0	.2	.1	.4	-	.3	.1	-	-	-	-	-	-	-	-
DIESEL	5.9	.2	.9	.3	.6	-	5.0	.1	.7	4.1	-	-	-	-	-	-	-	-
LPG OR OTHER	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOT REPORTED	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Table 7. **Trucks by Truck Type and Axle Arrangement: 1977**—Con.

(THOUSANDS)

VEHICULAR AND OPERATIONAL CHARACTERISTICS	TOTAL TRUCKS	STANDARD ERROR	TRUCK TYPE AND AXLE ARRANGEMENT: SINGLE-UNIT TRUCKS: TOTAL	2 AXLES	3 AXLES	OTHER	TRUCK-TRACTOR COMBINATIONS: TOTAL	SINGLE TRAILERS: 3 AXLES	4 AXLES	5 AXLES	6 AXLES	OTHER	DOUBLE TRAILERS: 5 AXLES	6 AXLES	OTHER	TRIPLE TRAILERS: 7 AXLES	OTHER	NOT REPORTED
ENGINE TYPE AND SIZE--CON.																		
CYLINDERS:																		
4	4.4	.6	4.4	4.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6	22.6	1.1	19.5	19.0	.5	-	3.0	.1	.7	2.3	-	-	-	-	-	-	-	-
8	35.2	1.1	32.8	32.4	.3	.1	2.4	-	.4	1.9	-	-	-	-	-	-	-	-
OTHER	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOT REPORTED	.6	.2	.5	.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CUBIC INCH DISPLACEMENT:																		
GASOLINE ENGINES																		
LESS THAN 200	2.3	.4	2.3	2.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
200 TO 299	10.0	.8	10.0	9.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-
300 TO 349	10.4	.9	10.4	10.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
350 TO 399	15.6	1.0	15.6	15.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
400 OR MORE	1.8	.3	1.5	1.4	.1	-	.3	-	.2	-	-	-	-	-	-	-	-	-
NOT REPORTED	16.6	1.0	16.6	16.5	-	-	.1	-	-	-	-	-	-	-	-	-	-	-
DIESEL ENGINES																		
LESS THAN 400	.2	-	.1	.1	-	-	.1	-	.1	.1	-	-	-	-	-	-	-	-
400 TO 599	2.5	.1	.2	.1	.1	-	2.4	-	.2	2.1	-	-	-	-	-	-	-	-
600 TO 799	1.5	.1	.4	.1	.3	-	1.1	.1	.3	.8	-	-	-	-	-	-	-	-
800 OR MORE	.8	.1	.1	-	.1	-	.7	-	.1	.7	-	-	-	-	-	-	-	-
NOT REPORTED	.8	.1	.2	-	.1	-	.6	-	.1	.4	-	-	-	-	-	-	-	-
OTHER ENGINES																		
LESS THAN 400	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
400 OR MORE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOT REPORTED	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CAB TYPE[6]																		
CAB FORWARD OF ENGINE	.3	.1	.2	.2	-	-	.1	-	.1	-	-	-	-	-	-	-	-	-
CAB OVER ENGINE	2.0	.1	.3	.2	.1	-	1.7	-	.3	1.3	-	-	-	-	-	-	-	-
SHORT HOOD CONVENTIONAL	3.0	.2	1.9	1.7	.2	-	1.1	-	.3	.7	-	-	-	-	-	-	-	-
MEDIUM HOOD CONVENTIONAL	5.3	.3	4.1	3.7	.3	-	1.2	-	.3	.9	-	-	-	-	-	-	-	-
LONG HOOD CONVENTIONAL	3.1	.2	1.8	1.6	.2	-	1.3	-	.1	1.2	-	-	-	-	-	-	-	-
OTHER	.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOT REPORTED	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CAB WITH SLEEPER UNIT	1.4	.1	.1	-	-	-	1.4	-	.1	1.2	-	-	-	-	-	-	-	-

SEE FOOTNOTES AT END OF TABLE.

Table 7. **Trucks by Truck Type and Axle Arrangement: 1977**—Con.

(THOUSANDS)

VEHICULAR AND OPERATIONAL CHARACTERISTICS	TOTAL TRUCKS	STANDARD ERROR	TRUCK TYPE AND AXLE ARRANGEMENT																
			SINGLE-UNIT TRUCKS				TRUCK-TRACTOR COMBINATIONS												
								SINGLE TRAILERS					DOUBLE TRAILERS			TRIPLE TRAILERS		NOT REPORTED
			TOTAL	2 AXLES	3 AXLES	OTHER	TOTAL	3 AXLES	4 AXLES	5 AXLES	6 AXLES	OTHER	5 AXLES	6 AXLES	OTHER	7 AXLES	OTHER	
PICKUPS, PANELS, VANS, MULTISTOPS, OR WALK-INS																		
TOTAL	48.9	.4	48.9	48.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PICKUPS	34.7	1.0	34.7	34.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PANELS OR VANS	13.2	1.0	13.2	13.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MULTISTOPS OR WALK-INS	1.1	.3	1.1	1.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
DRIVING WHEELS:																		
4-WHEEL DRIVE	4.3	.6	4.3	4.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2-WHEEL DRIVE	37.1	1.0	37.1	37.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOT REPORTED	7.4	.8	7.4	7.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
AXLES ON VEHICLE:																		
2	39.9	.9	39.9	39.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOT REPORTED	9.0	.9	9.0	9.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CAMPER BODY OR SPECIAL CAMPING EQUIPMENT:																		
SLIDE-IN CAMPER	.8	.3	.8	.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PICKUP SHELL COVER	8.5	.8	8.5	8.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CAMPER BODY	.4	.2	.4	.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOT REPORTED	39.2	.9	39.2	39.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-

NOTE: DATA RELATE TO STATE OF REGISTRATION, WHICH IN MOST CASES IS BASE OF OPERATION; HOWEVER, SOME TRUCKS REGISTERED IN A GIVEN STATE ARE ACTUALLY BASED IN ANOTHER STATE BECAUSE THEY OPERATE INTERSTATE OR THEIR OPERATORS HAVE MOVED TO ANOTHER STATE. DETAILED FIGURES MAY NOT ADD TO TOTALS BECAUSE OF ROUNDING. STANDARD ERROR IS AN ACTUAL NUMBER; FOR DISCUSSION OF PROPER USE AND INTERPRETATION, SEE INTRODUCTION.

- ESTIMATE IS LESS THAN 50 TRUCKS.

[1] WHEN NO RESPONSE WAS OBTAINED FOR ANNUAL MILES, DATA WERE IMPUTED.
[2] DETAIL DOES NOT ADD TO TOTALS BECAUSE ITEMS WERE NOT APPLICABLE OR MULTIPLE RESPONSES WERE POSSIBLE.
[3] WHEN NO RESPONSE WAS OBTAINED, ONE TRUCK WAS IMPUTED BASED ON BODY TYPE OF SAMPLED VEHICLE.
[4] BECAUSE SOME "LIGHT" TRUCK RESPONDENTS WERE UNFAMILIAR WITH BRAKING SYSTEM TERMINOLOGY, A LARGE PROPORTION OF DATA FOR "OTHER" SHOULD BE FOR "HYDRAULIC" (E.G., DATA ON POWER ASSISTED BRAKES, DISC BRAKES, VACUUM-HYDRAULIC, ETC.).
[5] DATA RELATE ONLY TO SPECIFIED EQUIPMENT ON WHICH MAINTENANCE WAS PERFORMED.
[6] PICKUPS, PANELS, VANS, AND MULTISTOPS ARE NOT INCLUDED.

APPENDIX A. Survey Form

DUE DATE 15 DAYS AFTER RECEIPT OF FORM

Form Approved: O.M.B. Number 41-S76075

FORM TC-200 (1-31-77)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF THE CENSUS

TRUCK INVENTORY AND USE SURVEY

1977 CENSUS OF TRANSPORTATION

NOTICE – Response to this inquiry is required by law (title 13, U.S. Code). By the same law your report to the Census Bureau is confidential. It may be seen only by sworn Census employees and may be used only for statistical purposes. The law also provides that copies retained in your files are immune from legal process.

In correspondence pertaining to this report, please refer to this control number

(Please correct any error in name and address including ZIP code)

INSTRUCTIONS

In correspondence pertaining to this report, please include State and license number and the control number shown in the address label.

Return the form in the enclosed preaddressed envelope not later than 15 days after receipt.

RETURN TO: Bureau of the Census, 1201 East Tenth Street, Jeffersonville, Indiana 47132

Section A – VEHICLE IDENTIFICATION AND USE

Item 1 – VEHICLE IDENTIFICATION *(Please correct any errors or omissions in the identification of the vehicle)*

Make	Year of model	Registered weight or capacity	State	License number	Vehicle identification number

NOTE: Please complete this form whether or not you are still the owner of the vehicle identified in item 1.

Item 2 – OWNERSHIP OF VEHICLE

Are you still the owner (or license holder) or lessee of this vehicle?

1 ☐ Yes
2 ☐ No → When did you sell, trade, or otherwise dispose of it? → Month ____ Year ____

Item 3 – ACQUISITION OF VEHICLE

a. How did you acquire this vehicle?

1 ☐ Purchased new
2 ☐ Purchased used
3 ☐ Leased from someone else

b. When did you acquire this vehicle? → Month ____ Year ____

c. During past 12 months was this vehicle leased or rented to others?

1 ☐ Yes
2 ☐ No

d. How was this vehicle leased or rented?

1 ☐ Without driver
2 ☐ With driver (or as owner operator)

Item 4 – LEASE CHARACTERISTICS

a. Was the lessee –

1 ☐ Private (non-government)?
2 ☐ Unit of government?

b. What is the length of lease or rental agreement?

1 ☐ Less than 30 days
2 ☐ 30 days to 1 year
3 ☐ 1–3 years
4 ☐ More than 3 years

c. Does your agreement include–

1 ☐ Financing?
2 ☐ Maintenance?
3 ☐ Procurement and sale?

Item 5 – CLASSIFICATION OF OPERATOR

Mark (X) the box which is the most appropriate for your type of operation

Not for hire –

1 ☐ Private owner or an individual, or company which just transports its own materials or merchandise. Includes an individual or a business such as a bakery, oil company, or soft drink bottler.

For hire –

2 ☐ Interstate – exempt carrier (not required to have an I.C.C. certificate because only exempt commodities are transported, such as: fresh agricultural products, fish, newspapers, or air freight haulage)
3 ☐ Interstate – I.C.C. certified contract carrier (carrying the goods of other than the owner by individual contract or agreement)
4 ☐ Interstate – I.C.C. certified common carrier (offering service to the general public, usually operating a regularly scheduled service between established terminals over a more or less regular route)
5 ☐ Intrastate – operating only within the State of registration (including local cartage, hauling between locations in the same town, city, or suburb)

Item 6 – MAJOR USE OF THE TRUCK OR COMBINATION

How was the vehicle mostly used during the past 12 months? *Mark (X) ONE box*

If the vehicle was leased to someone else mark (X) ONE box that describes the business of the person or company to whom you leased the vehicle the longest time.

01 ☐ On farm or ranch, or other agricultural activity
02 ☐ In forestry or lumbering
03 ☐ In mining or quarrying
04 ☐ In construction – buildings, or roads
05 ☐ In manufacturing, refining, or processing
06 ☐ In wholesale trade
07 ☐ In retail trade
08 ☐ For hire transportation – mixed or general cargo
09 ☐ In utilities – telephone, electric, gas, etc.
10 ☐ In services – hotel, automobile repair, laundry, funeral services, advertising, plumbing, refuse collection, repair, etc.
11 ☐ Daily rental or short term lease, without driver
12 ☐ For personal transportation – used in place of an automobile to go from home to work; for outdoor recreation (camping, etc.)
13 ☐ Other – *If none of the above applies to the use you make of the vehicle, describe the main use of the vehicle here.*

Item 7 – PRODUCTS CARRIED

a. Principal products carried during past 12 months

Mark (X) ONE box which indicates products usually carried by this vehicle

01 ☐ Farm products (crops and fruits, raw milk, etc.)
02 ☐ Live animals (horses, livestock, poultry or other animals)
03 ☐ Mining products
04 ☐ Logs and other forest products
05 ☐ Processed foods (dressed meat, beverages, dairy products, etc.) or tobacco
06 ☐ Textile mill products including apparel and leather goods, etc.
07 ☐ Building materials (lumber, millwork, sand, gravel, glass, concrete, etc.)
08 ☐ Household goods (moving)
09 ☐ Furniture or hardware (not including household goods moving)
10 ☐ Paper products, including printing and publishing products
11 ☐ Chemicals or related products, including drugs, paints, fertilizers, etc.
12 ☐ Petroleum or petroleum products
13 ☐ Primary metal products (ingots, billets, pipes, sheets, etc.)
14 ☐ Fabricated metal products (except machinery and transportation equipment)
15 ☐ Machinery, except electrical
16 ☐ Electrical machinery, equipment, and supplies, including household appliances
17 ☐ Transportation equipment (motor vehicles, trailers, boats, motorcycles, etc.)
18 ☐ Scrap, refuse, or garbage
19 ☐ Mixed cargoes
20 ☐ Craftsman's vehicle, such as plumbers, carpenters, "traveling workshops," etc.
21 ☐ Special equipment such as a crane, compressor, winch, drilling rigs, etc.
22 ☐ No products carried (personal transportation)
23 ☐ Other – *Describe*

b. Secondary product carried (if applicable)

Of the list above, what would you consider to be the secondary product most carried by this vehicle? → Code No. ____

Item 8 – HAZARDOUS MATERIALS

a. Was this truck (or combination) used to haul hazardous materials during the past 12 months in quantities large enough to require a placard under the Code of Federal Regulations, Title 49, Transportation?

2 ☐ No – *SKIP to Item 9*
1 ☐ Yes – *Continue with b*

b. Approximately what percent of the time was this unit used to haul hazardous materials?

1 ☐ Less than 25%
2 ☐ 25–49%
3 ☐ 50–74%
4 ☐ 75–100%

Section B – OPERATIONAL CHARACTERISTICS

Item 9 – BASE OF OPERATION

a. What was the principal place from which this vehicle was operated?

City or town ____
County ____ State ____

b. What percentage of the miles traveled by this vehicle was within the State named in item 9a?

1 ☐ Below 25%
2 ☐ 25–49%
3 ☐ 50–74%
4 ☐ 75–100%

Item 10 – NUMBER OF TRUCKS, TRUCK-TRACTORS AND TRAILERS OPERATED FROM "BASE OF OPERATION"

How many trucks, truck-tractors and trailers are you operating from base named in item 9a?

	Total number
a. Pickups, vans (panels), multi-stops	
b. Other straight trucks	
c. Truck-tractors	
d. Trailers (semi- and full trailers)	

CONTINUE ON REVERSE SIDE

APPENDIX A—Continued

Section B – OPERATIONAL CHARACTERISTICS – Con.

Item 11 – AREA OF OPERATION

Where was this vehicle mostly operated?
Mark (X) ONE box only

1 ☐ Mostly in the local area (in or around the city and suburbs or within a short distance of the farm, factory, mine, or place vehicle is stationed)

2 ☐ Mostly **over-the-road** (beyond the local area) but not usually more than 200 miles one way to the most distant stop from the place vehicle is stationed

3 ☐ Mostly **over-the-road** trips that are usually more than 200 miles one way to the most distant stop from the place the vehicle is stationed

4 ☐ Mostly **off-the-road** operations as is usually associated with construction and farming operations

Item 12 – VEHICLE MILES AND MILES PER GALLON

ANNUAL MILES

a. What are the total miles this vehicle was driven during the past 12 months? *(If vehicle was idle for the year, enter "None." If owned less than 12 months, estimate probable miles for a year.)* . . . . . Miles

LIFETIME MILES

b. What are the total miles this vehicle has been driven since new? *(Give speedometer (odometer) reading or, if not indicated by speedometer, give your best estimate.)* . . . . . Miles

MILES PER GALLON

c. What was the average miles per gallon you received from this vehicle? . . . . . Miles per gallon

d. Is the figure entered in 12c above measured or estimated?

1 ☐ Measured from records 2 ☐ Estimated

Item 13 – MAINTENANCE

a. Was major maintenance (nonroutine) performed on the following equipment of this vehicle during the past 12 months?

1 ☐ Engine
2 ☐ Transmission
3 ☐ Braking system
4 ☐ Rear axle and differential
5 ☐ None of the above

b. By whom was this major maintenance performed –

1 ☐ Yourself or own repair shop (set up specifically for maintenance)?
2 ☐ Truck dealer?
3 ☐ Factory branch?
4 ☐ Leasing company?
5 ☐ Independent garage?
6 ☐ Other – *Describe*

Section C – PHYSICAL CHARACTERISTICS

Item 14 – GROSS WEIGHT

Mark (X) ONE box that is nearest the maximum gross weight in pounds (empty weight of vehicle plus carried load) at which this truck or combination was operated during the past 12 months. (If straight truck report GVW, if combination, report GCW.)

01 ☐ 6,000 or less
02 ☐ 6,001 to 10,000
03 ☐ 10,001 to 14,000
04 ☐ 14,001 to 16,000
05 ☐ 16,001 to 19,500
06 ☐ 19,501 to 26,000
07 ☐ 26,001 to 33,000
08 ☐ 33,001 to 40,000
09 ☐ 40,001 to 50,000
10 ☐ 50,001 to 60,000
11 ☐ 60,001 to 80,000
12 ☐ 80,001 to 100,000
13 ☐ 100,001 to 130,000
14 ☐ 130,001 and over

Item 15 – TYPE AND SIZE OF ENGINE

a. Type of engine
Mark (X) ONE box that describes the type of engine used in this vehicle.

1 ☐ Gasoline 2 ☐ Diesel 3 ☐ LPG or other

b. Size of engine
Mark (X) ONE box that describes the number of cylinders in the engine used in this vehicle.

1 ☐ Four 2 ☐ Six 3 ☐ Eight 4 ☐ Other

c. What is the displacement of the engine in cubic inches? → Cubic inches

d. What is the horsepower rating of your engine? → Horsepower

Item 16 – TYPE OF TRANSMISSION

Mark (X) ONE box that describes the type of transmission used in this vehicle.

1 ☐ Manual 2 ☐ Automatic 3 ☐ Semiautomatic

Item 17 – TYPE OF BRAKING SYSTEM

a. *Mark (X) ONE box that describes the type of braking system used in this vehicle*

1 ☐ Hydraulic 2 ☐ Air 3 ☐ Other

b. Does this system also include the new anti-wheel lock device?

1 ☐ Yes 2 ☐ No

Item 18 – POWER STEERING

Does this vehicle have power steering?

1 ☐ Yes 2 ☐ No

Item 19 – FUEL CONSERVATION EQUIPMENT

Does this vehicle have the following equipment?
Mark (X) ALL applicable items

1 ☐ Radial tires
2 ☐ Drag reduction device (on top of cab)
3 ☐ Variable speed fan (clutch type)
4 ☐ Fuel efficient engine (RPM reduction), etc.
5 ☐ Axle or drive ratio change

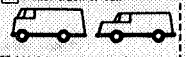
Item 20 – AIR CONDITIONING

Is this vehicle air conditioned?

1 ☐ Yes 2 ☐ No

Section C – PHYSICAL CHARACTERISTICS – Con.

Item 21 – TYPE AND SIZE OF BODY
Indicate both body type and body size

BODY TYPE *Mark (X) ONE box to describe the type of the truck or combination. If the power unit is a truck-tractor, report body type of the combination most frequently used with the power unit.* (a)	LENGTH OF LOAD SPACE OR CAPACITY *Mark (X) ONE box to indicate length of load space or capacity. If two or more trailing units, mark (X) for combined length or capacity.* (b)
01 ☐ Pickup truck	*Length of load space (Feet)*
02 ☐ Panel truck or van 	
03 ☐ Multi-stop or walk-in	01 ☐ Less than 7 feet 02 ☐ 7 and less than 10 03 ☐ 10 and less than 13 04 ☐ 13 and less than 16 05 ☐ 16 and less than 20 06 ☐ 20 and less than 28 07 ☐ 28 and less than 36 08 ☐ 36 and less than 41
04 ☐ Platform with added devices; such as spreaders, dumpers, lifts, etc. 05 ☐ Low boy or depressed center 06 ☐ Other platform – including grain flatbed, high bed, stake 07 ☐ Cattle rack (hogs, calves, and other livestock) 08 ☐ Insulated non-refrigerated van 09 ☐ Insulated refrigerated van 10 ☐ Furniture van 11 ☐ Open top van 12 ☐ All other enclosed vans 13 ☐ Beverage 14 ☐ Utility (body equipped for mobile repair and service, e.g., telephone line truck, electric utility, etc.) 15 ☐ Winch or crane other than wrecker (including roll on, roll off) 16 ☐ Wrecker 17 ☐ Pole or logging 18 ☐ Auto transport 19 ☐ Boat transport 20 ☐ Mobile home pullers	01 ☐ Less than 7 feet 02 ☐ 7 and less than 10 03 ☐ 10 and less than 13 04 ☐ 13 and less than 16 05 ☐ 16 and less than 20 06 ☐ 20 and less than 28 07 ☐ 28 and less than 36 08 ☐ 36 and less than 41 09 ☐ 41 and less than 45 10 ☐ 45 and less than 73 11 ☐ 73 or more
30 ☐ Garbage or refuse hauler 31 ☐ Front loader 32 ☐ Rear loader packer 33 ☐ Roll off	*Capacity size (Cubic yds.)* 31 ☐ Less than 20 32 ☐ 20 to 25 33 ☐ 26 and over
40 ☐ Dump truck or combination	*Capacity of dump (water level without side boards) (Cubic yards)* 41 ☐ Under 5 42 ☐ 5 to 6.9 43 ☐ 7 to 9.9 44 ☐ 10 to 11.9 45 ☐ 12 to 14.9 46 ☐ 15 to 17.9 47 ☐ 18 to 19.9 48 ☐ 20 to 29.9 49 ☐ 30 or more
50 ☐ Tank truck or combination (for liquids)	*Liquid capacity of tank (Gallons)* 51 ☐ Less than 1,000 52 ☐ 1,000 to 1,999 53 ☐ 2,000 to 2,999 54 ☐ 3,000 to 3,999 55 ☐ 4,000 to 5,999 56 ☐ 6,000 to 7,999 57 ☐ 8,000 to 11,999 58 ☐ 12,000 or more
60 ☐ Tank truck or combination (for dry bulk)	*Dry bulk capacity (Cubic feet)* 61 ☐ Less than 300 62 ☐ 300 to 599 63 ☐ 600 to 899 64 ☐ 900 to 1,199 65 ☐ 1,200 to 1,499 66 ☐ 1,500 or more
70 ☐ Concrete mixer 71 ☐ Front discharger 72 ☐ Rear discharger	*Capacity of mixer (Cubic yards)* 71 ☐ Less than 6 72 ☐ 6 to 6.9 73 ☐ 7 to 7.9 74 ☐ 8 to 8.9 75 ☐ 9 to 9.9 76 ☐ 10 to 10.9 77 ☐ 11 to 11.9 78 ☐ 12 or over
80 ☐ Other body types – *If the above descriptions do not satisfactorily describe your vehicle, enter identifying body type and size or capacity.*	

a. **Does this pickup, panel, multi-stop or walk-in truck have 4-wheel drive?**
1 ☐ Yes 2 ☐ No

b. **What is the number of axles on vehicle?**
1 ☐ Two 2 ☐ Three

c. **Is this pickup, panel, multi-stop or walk-in truck equipped with a –**
1 ☐ Slide in camper?
2 ☐ Pickup shell cover?
3 ☐ Camper body?
4 ☐ None of above
Mark (X) Col. (b) and SKIP to item 26

Section C – PHYSICAL CHARACTERISTICS – Con.

Item 22 – POWERED AXLES

How many driving (powered) axles does this vehicle have?
Report powered tandem axles as two axles.

1 ☐ One 2 ☐ Two 3 ☐ Three 4 ☐ Four

Item 23 – VEHICLE TYPE

Mark (X) ONE box which best describes your vehicle

Single unit truck
1 ☐ Two axle
2 ☐ Three axle
3 ☐ Other
SKIP to item 25

Truck tractor
4 ☐ Two axle
5 ☐ Three axle
6 ☐ Other
Continue with item 24

Item 24 – AXLE ARRANGEMENT OF TRAILER UNITS

Mark (X) ONE box that illustrates the axle arrangement of the trailer unit most frequently used with the power unit.

1 ☐
2 ☐
3 ☐
4 ☐
5 ☐
6 ☐
7 ☐
8 ☐

9 ☐ If none of the above applies, please indicate total number of axles and trailing units → Total axles | Total trailing units

Item 25 – CAB TYPE

a. *Mark (X) ONE box that illustrates the cab type of the power unit.*

1 ☐ Cab forward of engine
2 ☐ Cab over engine
3 ☐ Short hood conventional
4 ☐ Medium hood conventional
5 ☐ Long hood conventional
6 ☐ Other – *Describe*

b. Is this cab equipped with a sleeper unit?

1 ☐ Yes 2 ☐ No

Remarks

Item 26 – PERSON TO CONTACT REGARDING THIS REPORT

Name

Address *(Number and street, city, State, ZIP code)*

Telephone →	Area code	Number	Extension

Fleet number of vehicle

Item 27 – CERTIFICATION

This report is substantially accurate and has been prepared in accordance with instructions.

Signature

Title | Date

APPENDIX B. Estimating Unpublished Standard Errors

Standard errors are presented in tables 3 through 7 for both row and column totals. The standard error of an individual table cell may be approximated by:

$$SE(X) = SE(M)\sqrt{\frac{X(N-X)}{M(N-M)}}$$

where:
- N = the total number of trucks in the State
- M = the total number of trucks in the column (or row)
- SE(M) = the standard error in the column (or row)
- X = the number of trucks in the cell

Although either the row or column can be used, it is usually best to use the one with the fewest trucks.

Example—The total number of trucks in the State is 500.3 thousand. There are an estimated 5.5 thousand agricultural multistops or walk-ins. The column total for "Agriculture" is 110.3 thousand trucks and the estimated standard error is 8.4 thousand. The row total for "Multistop or walk-in" is 27.7 thousand trucks and the estimated standard error is 3.1 thousand.

Using column figures:

$$SE(5.5) = 8.4\sqrt{\frac{5.5(500.3-5.5)}{110.3(500.3-110.3)}} = 2.1$$

Using row figures:

$$SE(5.5) = 3.1\sqrt{\frac{5.5(500.3-5.5)}{27.7(500.3-27.7)}} = 1.4$$

Since the row total of 27.7 thousand is less than the column total of 110.3 thousand, use the row figures and the approximate standard error of 1.4 thousand.

Some exceptions from this procedure will yield improved approximations of the standard error in some cells. Certain rows and columns in the tables are composed predominantly of "large" trucks. Because of the sample design, a cell within a row of large trucks will have a better approximation to the standard error when the row data is used even if the column total is smaller. The same is true for a column of large trucks. Use the smaller of the row or column when both consist of large trucks.

Columns of large trucks:

Table 4—Light-heavy and heavy-heavy.
Table 5—50 to 74,999 miles and 75,000 or more miles.
Table 7—All except single-unit, 2 axles.

Rows of large trucks:

Major Use—Manufacturing and For hire transportation.
Body Type—All except Pickup, Panel truck or van, and Multistop or walk-in.
Annual Miles:—50 to 74,999 and 75,000 or more.
Range of Operation—Long range (more than 200 miles).
Gross Weight—All from 16,001 to 19,500 and over.
Lease Characteristics—Leased with driver.
Hazardous Materials Carried—All carrying hazardous materials.
Miles per Gallon—Less than 5 and 5 to 6.9.
Equipment Type, Braking system—Air.
Engine Type and Size
  Diesel, LPG and other Engine—
  Cubic Inch Displacement, Diesel engines—All.
Truck Type and Axle Arrangement—All except Single-unit trucks: 2 axles.
Cab Type—All.

APPENDIX C. Estimating Standard Errors for Sums, Differences, Ratios, and Percents

Estimates of differences, sums, ratios, and percents may be derived from the data in this publication. Formulas are known for computing the estimated standard errors for all of these estimates, but the quantities needed to use the formulas are not published. This appendix gives some simple methods of approximating the standard errors of these estimates.

The difference A–B or the sum A+B of two estimates A and B in the same table is usually taken only when the estimates A and B are for cells with no trucks in common; i.e., when A and B do not overlap. The following formulas can be used:

Formula C-1

$$SE(A-B) = K_1\sqrt{SE^2(A) + SE^2(B)}$$

Formula C-2

$$SE(A+B) = K_2\sqrt{SE^2(A) + SE^2(B)}$$

A is assumed to be larger than B, and the constant K_1 is obtained from appendix table C-1 and the constant K_2 from appendix table C-2. In both tables, A and B are expressed as percents of the total number of trucks in the State.

Example—From a state population of 200,000 trucks, estimate A of the number of pickups is 120,000 (60%) with an estimated standard error of 20,000, and estimate B of the number of panels or vans is 40,000 (20%) with an estimated standard error of 10,000.

Using table C-1, when A is 60% and B is 20%, K_1 is 1.26.

Thus:

$$SE(A-B) = SE(120{,}000-40{,}000) = SE(80{,}000)$$

$$= 1.26\sqrt{20{,}000^2 + 10{,}000^2} = 28{,}174$$

Using table C-2, when A is 60% and B is 20%, K_2 is 63.

$$SE(A+B) = SE\ (120{,}000 + 40{,}000) = SE\ (160{,}000$$

$$= .63\sqrt{20{,}000^2 + 10{,}000^2} = 14{,}087$$

The ratio $\frac{B}{A}$ of two estimates A and B in the same table is usually taken only when the estimates A and B are for cells with no trucks in common, i.e., when A and B do not overlap. The following formula can be used:

Formula C-3

$$SE\left(\frac{B}{A}\right) = K_3\sqrt{\frac{SE^2(B)}{A^2} + \frac{B^2\ SE^2(A)}{A^4}}$$

The constant K_3 is obtained from table C-3, in which A and B are expressed as percents of the total number of trucks in the State.

Using the previous example, approximate the standard error for $\frac{40{,}000}{120{,}000}$. In table C-3, when A is 60% and B is 20%, K_3 is 1.20.

Thus:

$$SE\left(\frac{B}{A}\right) = SE\left(\frac{40{,}000}{120{,}000}\right) = SE(.33)$$

$$= 1.2\sqrt{\frac{10{,}000^2}{120{,}000^2} + \frac{40{,}000^2 \times 20{,}000^2}{120{,}000^4}} = .12$$

Switching the two estimates, i.e., letting A equal 40,000 and B equal 120,000, a similar calculation approximates the standard error for $\frac{120{,}000}{40{,}000}$.

$$SE\left(\frac{B}{A}\right) = SE\left(\frac{120{,}000}{40{,}000}\right) = SE(3)$$

$$= 1.2\sqrt{\frac{20{,}000^2}{40{,}000^2} + \frac{120{,}000^2 \times 10{,}000^2}{40{,}000^4}} = 1.08$$

To express a cell estimate B as a percent of its row or column estimate A, the estimate is $100\frac{B}{A}$, (i.e., B is contained in A). The following formula can be used:

Formula C-4

$$SE\left(100\frac{B}{A}\right) = 100\ K_4\sqrt{\frac{SE^2(B)}{A^2} + \frac{B^2\ SE^2(A)}{A^4}}$$

The constant K_4 is obtained from table C-4, in which A and B are expressed as percents of the total number of trucks in the State.

Example—From a State population of 200,000 trucks, the row estimate A for the number of pickups is 120,000 (60%) with an estimated standard error of 20,000. The number of pickups in Agriculture, or B, is 40,000 (20%) with an estimated standard error of 10,000.

In table C-4, when A is 60% and B is 20%, K_4 is .85.

Thus:

$$SE\left(100\frac{B}{A}\right) = SE\ \left(100\ \frac{40{,}000}{120{,}000}\right) = SE(33\%)$$

$$= 100(.85)\sqrt{\frac{10{,}000^2}{120{,}000^2} + \frac{40{,}000^2\ 20{,}000^2}{120{,}000^4}} = 4.72\%$$

To express a cell estimate A as a percent of the total number of trucks in the State N, the estimate is $100\ \frac{A}{N}$ and the approximate standard error is:

$$SE\left(100\frac{A}{N}\right) = \frac{100}{N}\ SE(A)$$

Example—Of the 200,000 total trucks in the State, there are 40,000 pickups in Agriculture with an estimated standard error of 10,000.

Thus:

$$SE\left(100\frac{40{,}000}{200{,}000}\right) = SE(20\%) = \frac{100}{200{,}000}\,10{,}000 = 5\%$$

Table C-1. **Constants K_1 for Use in Formula C-1 for the Difference A—B, A and B Do Not Overlap**

B expressed as a percent of the total number of trucks in the State	A expressed as percent of the total number of trucks in the State																						
	1	3	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	97	99
1	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.02	1.02	1.02	1.02	1.02	1.03	1.03	1.04	1.05	1.06	1.09	1.15	1.23	1.41
3		1.02	1.02	1.02	1.03	1.03	1.03	1.04	1.04	1.04	1.05	1.06	1.05	1.06	1.07	1.08	1.10	1.12	1.15	1.21	1.32	1.41	
5			1.03	1.04	1.04	1.05	1.05	1.06	1.06	1.07	1.07	1.08	1.09	1.10	1.11	1.13	1.15	1.18	1.22	1.28	1.41		
10				1.05	1.07	1.08	1.09	1.10	1.10	1.11	1.13	1.14	1.15	1.17	1.19	1.21	1.24	1.28	1.33	1.41			
15					1.08	1.10	1.11	1.13	1.14	1.15	1.17	1.18	1.20	1.22	1.24	1.27	1.31	1.35	1.41				
20						1.12	1.13	1.15	1.17	1.18	1.20	1.22	1.24	1.26	1.29	1.33	1.37	1.41					
25							1.15	1.17	1.19	1.21	1.23	1.25	1.28	1.30	1.34	1.37	1.41						
30								1.20	1.22	1.24	1.26	1.29	1.31	1.34	1.38	1.41							
35									1.24	1.26	1.29	1.32	1.35	1.38	1.41								
40										1.29	1.32	1.35	1.38	1.41									
45											1.35	1.38	1.41										
50												1.41											

Table C-2. **Constants K_2 for Use in Formula C-2 for the Sum A+B, A and B Do Not Overlap**

B expressed as a percent of the total number of trucks in the State	A expressed as a percent of the total number of trucks in the State																						
	1	3	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	97	99
1	.99	.99	.99	.99	.99	.99	.99	.99	.99	.98	.98	.98	.98	.98	.97	.97	.96	.95	.94	.91	.82	.71	0
3		.98	.98	.97	.97	.97	.96	.96	.96	.95	.95	.94	.94	.93	.92	.91	.89	.86	.82	.73	.51	0	
5			.97	.96	.96	.95	.95	.94	.93	.93	.92	.91	.90	.89	.87	.85	.83	.78	.72	.59	0		
10				.94	.93	.92	.91	.89	.88	.87	.86	.84	.82	.80	.77	.73	.68	.60	.47	0			
15					.91	.89	.87	.87	.84	.82	.80	.78	.75	.71	.67	.61	.53	.41	0				
20						.87	.84	.82	.80	.77	.75	.72	.68	.63	.57	.43	.37	0					
25							.82	.79	.76	.73	.69	.65	.61	.55	.47	.35	0						
30								.76	.72	.68	.64	.59	.53	.45	.33	0							
35									.68	.63	.58	.52	.44	.32	0								
40										.58	.51	.43	.31	0									
45											.43	.31	0										
50												0											

Table C-3. **Constants K_3 for Use in Formula C-3 for the Ratio $\frac{A}{B}$, A and B Do Not Overlap**

B expressed as a percent of the total number of trucks in the State	A expressed as a percent of the total number of trucks in the State												
	1	5	10	20	30	40	50	60	70	80	90	95	99
1	1.00	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
5	1.01	1.03	1.03	1.04	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	
10	1.01	1.03	1.05	1.07	1.08	1.09	1.10	1.10	1.10	1.10	1.10		
20	1.01	1.04	1.07	1.12	1.15	1.17	1.18	1.20	1.20	1.21			
30	1.01	1.05	1.08	1.15	1.20	1.23	1.26	1.29	1.31				
40	1.01	1.05	1.09	1.17	1.23	1.28	1.34	1.39					
50	1.01	1.05	1.10	1.18	1.26	1.31	1.41						
60	1.01	1.05	1.10	1.20	1.29	1.39							
70	1.01	1.05	1.10	1.20	1.31								
80	1.01	1.05	1.10	1.21									
90	1.01	1.05	1.10										
95	1.01	1.05											
99	1.01												

Table C-4. **Constants K_4 for Use in Formula C-4 for the Ratio $\frac{A}{B}$, B is Contained in A**

A expressed as a percent of the total number of trucks in the State													B expressed as a percent of the total number of trucks in the State
1	5	10	20	30	40	50	60	70	80	90	95	99	
	.82	.91	.96	.98	.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1
		.60	.81	.89	.92	.95	.97	.98	.99	.99	1.00	1.00	5
			.62	.77	.85	.89	.93	.95	.97	.99	.99	1.00	10
				.51	.67	.77	.85	.90	.94	.97	.99	1.00	20
					.47	.63	.74	.83	.90	.95	.98	1.00	30
						.44	.62	.74	.85	.93	.97	.99	40
							.44	.63	.77	.89	.95	.99	50
								.47	.67	.85	.92	.98	60
									.51	.77	.88	.98	70
										.62	.81	.96	80
											.60	.91	90
												.82	95
													99